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DEATH. On 13th September, at "Creggan," 39, The Peak, GERALD, the beloved son of Mr. and Mrs. G. A. Tisball, aged I week.

HONGKONG OFFICE: 10A, DES VOEUY ROAD O LONDON OFFICE: 131, FLEET STREET. EC

Press.

HONGKONG, SEPTEMBER 14TH, 1910.

It is saddening to contemplate the deplorable weakness which has of late years been shown by Great Britain in her dealings with China. Who, with any knowledge of the history leading up to the Chefoo Convention, could have dreamed that in this year of grace the British Representative would be found going cap in hand to the Waiwapu offering the assent of his Government to an increase in the Customs duty on opium? Yet it has come to pass. Last May a barefaced. attempt was made by the Canton authorities -not indeed for the first time, but now unfortunately with success -to gobehind the Opium Convention by imposing a tax on opium at the rate of \$300 a chest. Nominally, this tax is levied on "prepared' opium, but in actual practice the impost has been frequently levied on raw opium. Tis. 40,000 and Tis. 50,000. The loss was fully Against this the British Government has lodged a strong protest with the Waiwupu. The Chinese, however, represent it as tax on "prepared" opium and His Excellency the Viceroy apparently takes his stand upon the fact that the Opium Convention of 1885 makes no mention whatever of opium in its prepared state, but only concerns the importation and transit of the drug in its raw state. It is provided that when the heavy Customs duty of Tls. 110

per chest has been paid at the port of entry, the opium " shall be free from all further imposts of every sort." True it does not add "whether in its crude or prepared state," but we should imagine that this was in the minds of the Treaty makers. If that denial of the right to impose further taxation does not cover the present attempt, the Convention is worthless, and China has provided herself with a means of evading treaties capable of wide extension. it is conceded that the Imperial Chinese Government, or the Provincial Governments have the right to impose a prohibitive consumption tax on any line of imports they care to select, what does it matter to them that the Customs' tariff is a low one? In the opium question we think it might

reasonably be argued that when the Chinese Government agreed that opium after paying the heavy Customs' duty should be free from all further imposts of every sort, it clearly denied itself the right to impose such a tax as the Canton authorities have been levying since May: for the effect of a tax on prepared opium is precisely the same as heavy likin dues on raw opium in transit. Opium is only used in the "prepared ' state in China. The new impost therefore is tantamount to increasing the Customs duty by three hundred per cent. with further increases in prospect. It is asserted that importers of foreign opium can have no special grievance, because the tax is not a preferential tax: it applies, so we are told, to native as well as foreign optum. But those who use this argument conceal the fact that in the province of Kwangtung, which is the only province so far in which the tax is imposed, the consumption is about one chest of native to about one hundred chests of foreign opium. It is absurd to say, as the Viceroy has done in his recent telegraphic despatch to the Waiwupu that the tax is one with which the foreign merchants have no concern. They are deeply concerned, and the Viceroy cannot but be well aware of it. The imposition of the tax has restricted the trade to extremely narrow dimensions at Canton, and led to a large accumulation of opium in Hongkong, purchased from the Indian Government under the fancied security of a treaty which has been flagrantly-and thanks to the complacency of the British Government -successfully defied or evaded for the past four months. Apparently the Government in London does perceive that this surprising factor in the question is likely to inflict grievous losses on the foreign im-ONLY communications relating to the news porter and to disorganise the financial arrangements of the Indian Government -especially if the policy is adopted other provinces of China,-and so it suggests a compromise to the Chinese Government. In return for guarantees prepared opium shall be levied, the British Government is willing to consent to a higher publication. After that hour the supply is import duty. The Viceroy of Canton tells the Waiwupu that a higher import duty will not be nearly so much to China' advantage as his own policy of insisting on all opium being boiled within a week and then imposing a heavy and progressive tax on the prepared article. Either the Chinese Authorities have the right to levy this tax or they have not the right. When this prohibitive tax is levied on raw opium the Chinese authorities are clearly guilty of disregarding a perfectly plain treaty obligation, and in our view it is no less dishonest of them to impose it on opium after it has been "prepared." is an evasion which ought to have been sternly resisted by the British Government at the outset, and ought to be resisted still

> A Diocesan Conference takes place to-day at St. Paul's College. Several important questions are on the agenda for consideration.

Mr. H. R. Hunter, manager of the Shanghai branch of the Hongkong and Shanghai Bank, has been to Japan on a holiday.

Mr. G. E. Anderson, the newly appointed United States Consul-General at Hongkong, arrived by the steamer Mongolia, accompanied by his wife and infant son.

A fire at Shanghai last week in a godown on the French Bund, belonging to Messrs. Schuldt & Co., did damage estimated at between covered by insurance.

A Chinese who was arrested in Des Voeux Road with a quantity of percussion caps in his pessession was at the Magistracy on Monday ordered by Mr. E. R. Hallifax to pay a fine of

A Chinese who was arrested on board the s.s. Tean with 84 tacks of morphine in his possession was ordered by Mr. E. R. Hallifar at the Magistracy yesterday to pay a fine of \$500, the alternative being three months' imprisonment.

The banns are published of a marriage between Mr. R. F. C. Mester. selleiter, of the firm of Messra. Johnson, Stokes & Master, and Miss Bertha Maude Isgar, who left Eng land for Hongkong by the as. Macedonia.

A small boy who stole a bundle of elothing from a passenger on one of the Canton River boots was sentenced by Mr. J. R. Wood at the Magistracy yesterday to 48 hours' detention and twelve strokes of the birch,

Debenture bonds to the face value of three and a half milion you were issued for the Osaka Shoren Kaisha last week, The price was You 98, and the bonds will bear interest at the rate of 5.5 per cent, per manum and be redeemable after the expiry of tan years.

It is stated (says the Shanghai Mercury) that the Tls. 3,500,000 which the Taotai borrowed from the foreign banks at 4 per cent. to relieve the money market is being lent to the native banks at 9 per cent. The difference, Tla 175,000 per annum, will, it is said, be devoted to charitable purposes.

The e.s. Mongolia which arrived from Manila yesterday brought a party of 114 American tourists who are visiting the East under arrange. ments made by the Los Angeles Examiner. The party includes many prominent business peop and is in charge of Mr. W. M. Milne. During their stay here the visitors will take frips to Canton and Macao, where guides will be inattendance to show them the sights of those

A Chinese property owner appeared before Mr. J. R. Wood at the Magistracy yesterday charged with failing to give the Registrar-General the necessary particulars for registering the floors of Nos. 104, 108, 112 and 114 First Street, from about the end of January to 5th September, 1910. On the departure of an old tenant and the succession of a new, it is the duty of a landlord to register the new tenant, but this the defendant failed to do. His Worship imposed a fine of \$10 for each house.

Cases were before Mr. J. R. Wood at the Magistracy yesterday in which coxswains of launches were charged with failing tostop when called upon to do so by the police, but the hearing of these was adjourned indefinitely pending a written opinion from the Attorney-General or the Crown Solicitor as to the meaning of a misdemeanour. The Ordinance states that any police officer can call on a launch to stop if he has any reasonable grounds to believe that a felony or misdemeanour has been committed on

BUILDING COLLAPSE IN LYNDHURST TERRACE.

Yet mother indication of the instability of Viz. buildings in certain parts of the Colony was afforded yesterday about noon when No. 46, Lyndhurst Terrace, collapsed. There wing which gave way, and the, fortunately, escaped by heeding a warning which came as a forerunner to the collapse. While resting on a couch, she was startled by a large piece of plaster falling from the roof, and lost no time in making her exit. Shortly afterwards the whole roof carried away and the beams crashed through the floor of the room and dismantled the rooms on the ground floor. The inmates of other parts of the house lost no time in making their escape when they heard the crash. Police were early on the scene and kept the crowd which had assembled back from the façade of the building, which threatened to topple over into the street. The Public Works Depart. ment were also notified, and coolies were soon at work shoring-up the walls.

THE SEAMEN'S INSTITUTE

The following letter has been received by the Bishop of Victoria from the Commodore:-MY DEAR BISHOP OF VICTORIA .-

I write these few lines to tell you how much I was impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that of all the many works which are undertaken with social improvement in view there are none which so well repay the efforts expended as the institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Though one of These facts give extraordinary value to the work of the Society and its chaplain.

tute at Wanchai, its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt it will add much to the well-being of the

-I am very pleased to comply with your invita- was Mr. Beerbohm Tree. tion to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun -Believe me, Yours sincerely,

C. E. EYRES. The Commodore has given a donation of \$110 to the funds of the Mission.

TELEGRAMS.

Protested by the Telegraph Message Copyright Ordinance, 1894.] +

REUTER'S SERVICE TO THE "HONGRONG DAILY PERSO."

DEMOCRATIC TRIUMPH IN MAINE.

LONDON, September 13th. Mr. Plaisted, a Democrat, has been Governor of the State of The Democrats are carrying the elections to the Legislature.

> MURDER BY STRIKERS AT HAVRE.

London, September 13th. Strikers at Havre have murdered dock hand who went to work, battering his head with stones.

The murder is said to have been deliberately planned by the Union, whose Secretary and two other persons have been arrested.

TRUST OFFICIALS INDICTED.

London, September 13th. A Chicago telegram states that the Federal Grand Jury has indicted ten high officials of the Swift, Armour and Morris Meat-packing Companies charging them with combination and conspiracy to create an illegal mono

> LABOUR TROUBLES IN ENGLAND.

London, September 13th. At the opening of the Trades Union Congress at Sheffield the leaders are faced with four serious disputes between Capital and Labour, the high-handed action he did, the troubles with the Boilermakers, the South Wales-Miners, and the Great Northern Railway men, was only one woman (European) in the and the threatened lock-out in the Lancashire cotton mills.

> ANGLO-AUSTRIAN FRIEND. SHIP.

LONDON, September 13th The Austrian Press is delighted with Lord Rosebery's visit and declare that the Mission marks a significant change in the attitude of Great Britain towards Austria-Hungary. The illfeeling over the annexation of Bosnia and Herzogovina has been dispelled and friendly relations re-established.

THE THEATRE.

"OLD HEIDELBERG."

The Warwick Major Comedy Company scored another pronounced success at the Theatre Royal last night when they produced the great German student play "Old Heidelberg" which had a successful run of over two years at St. James Theatre, London. A feature of last night's performance was the assistance rendered and shall be happy to supply any additional the professionals in the student scenes, by information on the subject. a number of local amateurs who, needless to eay, came in for their share of the plaudits the most useful and deserving classes of the of the spectators. It goes without saying that nation, they have, I think, shared least in the Miss Georgie Corlass in the character of general rise in the standard of living and comfort "Kathie" had ample scope for the display of which has taken place in about 30 or 40 years, and her remarkable histricaic ability, and took the by reason of the nature of their occupation it is | fullest advantage of it. Mr. Kenneth Brompton more difficult for the church to do her duty by as "Karl Heinrich" the hereditary Prince of them than by almost any other class of men. Saxon Karlburg, and Mr. George Fredericks as minister of the household, kept'the audience in constant laughter, and the leading characters in I was very much impressed with the insti- the play were well supported by the rest of the

To-night the Warwick Major Comedy Co. are reverting to farcical comedy again, and will stage that most mirth provoking farce written by Charles Hawtrey, "The Private seamen, whose duty brings them to Hongkong, Secretary." Many of our readers will rememand be a fruitful source of good influence among | ber Mr. Penley's laughable impersonation of this part, although the artist who created the part

> The Company give a performance of "Jane" at the Canton Club on Monday next and "Are you a Mason?" on Tuesday. They return to Hongkong the following day, and play Arthur Raw's famous farce "The New Boy" at the Theatre in the evening.

SUPREME COURT,

Tuesday, September 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELANI (ACTING PUISNE JUDGE).

CLAIN FOR WRONGPUL CONVERSION AND TRESPASS.

Before his Honour the Puisna Judge and jury composed of Messre, J. H. F. Brister (foreman). F. de Meester and A. Brown at action was heard in which Chin Po Shing claimed from Chan Tsun Tsun and the Kwong Tai Kee firm the sum of \$1,000, being as to \$750 for goods belonging to the plaintiff and wrong fully converted by the defendants to their own ase between June 29th and July 4th; and as to \$250 damage for trespass by the defendant on plaintiff's premises between the same dates.

In a counterclaim which was filed claiming \$74 for three months' rent plaintiff consented to judgment

Mr. Leo d'Almada e Castro appeared for the plaintiff, and defendants were represented by Mr. H. W. Looker (of Messrs. Dozcon, Looker & Deacon).

Mr. Almada, in opening, informed the Court and jury that this action was brought by the plaintiff, who traded in the Colony as a furniture dealer. He was a tenant of the defendants, who were the owners of 180, Queen's Road West. The plaintiff became a tenant of the defendants some time in June, 1907. The rent agreed upon was \$26 a month, and he paid itregularly as it became due. Eventually, however, it got in arrear for two Chinese moons, and some time about the end of June or the beginning of July defendants sent their rent collector to the plaintiff to ask him to pay the amount of his arrears of rent. Plaintiff said he had not quite sufficient money, but told the collector he was going to the country to see his father, and that he would obtain sufficient money from the latter to pay the rent due. The collector apparently told the landlords what had happened, and the plaintiff, before leaving for Canton, told his clerk to make out a list of the furniture in the shap, and to look after the business in his absence. After leaving Hongkong the landlord deliberately went into the plaintiff's shop, told the fokis to leave the premises, took possession, held a cheap sale of all his goods and subsequently let the promises to somebody else. When the plaintiff returned on July 5th and discovered what had happened he went to the landlord and asked him what he meant. The landlord 'said he had attached the shop, as rent was owing him. The defendants admitted that they did

wrongfully convert certain goods. There was a well-known English maxim which said that "every man's house was his oastle." These premises were leased to the plaintiff, and if any rent was due the defendant should have come to Meanwhile, the Indian buying seems to have Court to recover it under the Distress for Rent Ordinance. The law did not allow him to take

The case was adjourned.

CORRESPONDENCE GAME SHOOTING.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Hongkong, Sept. 10th. DEAR SIR,-I hope "H. B. P." will not accuse me of any discourtesy in making such tardy reply to his letter dated 20th August, and published in the H. K. D. P. of September the 6th, the delay on my part being entirely unavoidable. Taking the subject of his letter I may at once remark that the breeding habits of but a very few game birds are known to me, such birds as quail, snipe, duck and woodcock being all migratory. Pheasants are rarely seen so far south as Hongkong, although an occasional one has been shot round about Mirs Bay. Some local sportsmen once tried pheasant rearing on the Island of Hongkong, but the experiment, proving unsuccessful, was abandon-

Regarding partridge, I consider the 1st of October quite early enough to open the season The Game Laws of Hongkong are somewhat ambiguous, the sale of partridges being forbidden from March to September inclusive, whilst Game Licence allows one to kill game from the 1st of September. Personally, I consider that March also should be open to sportsmen, as partridge mating does not begin till well into April. make this last statement unreservedly, and as covered him in a City office, and he verythe result of many years' observation. I thank "H. B. P." for the interest shown in my articles,

"SPORTSMAN.

JAPANESE COTTON YARN IN SOUTH CHINA.

provinces in South China through Hongkong. Inquiries show, however, that about 200,000 Keeling group. bales of Indian yarns are imported to South China each year. Owing to the general drunkenness is allowed, and, beyond the little business depression in South China and the whisky that is doled out from the palace, no it is reported that 60,000 bales of Indian yarns islands." are now accumulated on the Hongkong market, Japanese yarns, the Osaka journal says, have been ousted from Hongkong by the Indian varns since the starting of the Canton boycott | ship to Singapore, and meet my own ship-the of Japanese goods in 1908. It is, however, royal schooner Ayesha - and in her I shall sail to reassuring to note that the demand for Japanese my dominions." yarns in South China from January 1st to July 31st this year amounted to 5,688 bales. These figures show an increase of 15 per cent. comperiod of last year. Japan Gazette.

SILVER MATTERS.

Some interesting points bearing on the future of silver are contained in the weekly letter of Messrs. Samuel Montagu & Co. dated the 19th ult. Firstly, it is stated that the market may be helped shortly by purchases for the English mint in connection with the new coinage. Then, again, the activity of Indian trade-50 important for the Silver market—is evidenced by the brisk demand for Council Bills and the special allotments. Messrs. Montagu think that as an average, sale of thirty lacs a week would meet the Budget requirements for the financial year the probability of gold being sarmarked in London before long has to be reckoned with. The bean crop in Manchuria, which last year was an important factor in connection with China exchange and consequently the demand for silver, is reported to be exceptionally good. The news is accompanied by the statement, which concerns silver, that foreign orders have been given with freedom.

Messrs. Mocatta & Goldsmid's Circular of the same date says :- The market has been particularly quiet and inactive, but there have been some purchases for the Continent, and forward buying for China has more than once caused the forward quotation to be at 1 1 d premium. The reports from India continus most satisfactory, and although the np-country domand for silver remains small and the stock in Bombay large, the general improvement in trade is shown by the good demand for Council bills and also by the shipment of small gold bars to India, which this week amount to about £200,000. The outlook for silver, therefore, is considered more hopeful, and a steady market at about the present level may be expected.

The silver position is discussed by the Financier in reference to the recent alleged corner in the white metal. The writer says :-

Whenever the Chinese operator in silver sup-poses that the Indian operator in silver is trying to put prices up the former can always be trusted to try and keep them down. There has just been an example of this. To a very considerable extent it is merely this inclination which has brought about the somewhat curious position recently created. At first it was thought that Indian operators were seriously combining together to create a firm "corner." But, simultaneously with persistent Indian buying, there was persistent Chinese selling-up to a certain moment, when the Chinese bears realised that Indian buying was not a mere gamble, but was to a large extent based upon the belief that there would be a beavy domand for silver very shortly to enable the Indian wheat crop, which upon the whole is a good one, to be lifted and a large percentage exported. The Chinese speculators had, therefore, as a sequel, to buy back as best they could. The situation, however, was complicated by the fact that large numbers of Chinese have been dabbling in rubber shares, and as a consequence of the stagnation of the share market, they have in many instances scored a loss. Some of these worthies appear to have considered it would be a good idea to cover their obligations in rubber by selling a boar of silver, but this time Messrs. John Chinaman & Co. have not shown their usual astut-ness. In India the net result for the moment is that many morebauts in bullion have been enabled to lay up a stock of silver for fature requirements at a somewhat less figure than would have been the case had the Chinese not taken a hand in the bar game. stopped without making any material difference

The question of how far there are still heavy stocks of silver in the hands of the Chinese is difficult to ascertain. As is customary, the utmost amount of reticence is maintained on the subject by the actual Chinese operators, but it is believed that the quantities of the white metal available for the market east of Calcutta are very moderate. How far they are likely to be depleted by the Indian requirements is at present only guesswork, but apparently the only factor of at all a noticeable character is this expectation of a heavy Indian crop, the dimen. sions of which are even now not quite ascertainable. It may be assumed that the demand for silver will, during the next twelve months at least, be somewhat above the normal, and therefore, whatever the Far Eastern stock may turn out to be, it may be expected that, apart from slight market fluctuations, the level of silver prices will rule higher throughout the world.

NEW KING OF COCOS.

Sidney the First, the new King of the Cocos Keeling Islands, has been busily engaged in London with the administration of the affairs of the late King, his father, whose estate has just been proved at the value of over £200,000,

exclusive of his properties in the islands. King Sidney is a tall, spare young man of about thirty, as brown as a beech nut, with a carefully-trained moustache, and a soft, caressing voice. He was completely attired as a City gentleman, in well-fitting clothes of grey and patent leather boots. An enormous emerald glowed upon the little finger of his left handa jewel such as none but a king dare wear-and from his watch chain dangled a medal of gold, struck in commemoration of the discovery of the Cocos Keeling Islands in the early days of

the seventeenth century. A representative of the Morning Leader disreadily accorded to a request for an interview :--"I am plain Mr. Sidney Clunies Ross here," he remarked, "and when I get to Cocos'I shall have quite enough of kingship to last me a lifetime. It's true that when I am at home I shall be a king with more power than most mona'rchs with a royal palace that cost a fortune to build, with my own laws to administer in my own

way, and no Ministry to worry me. My islanders are as peaceful as my islands We have haloyou days and dreamless nights at According to the Osaka Mainichi, the home. In my kingdom there are neither police Hongkong market is at present monopolized by nor soldiery. I am chief magistrate and com-Indian yarn, which occupy about eighty per mander in chief as well as king, just as my father cent, of the total imports there. The balance is | was before me. I settle all disputes-civil, being filled by Japanese and British yarns. | ecclesiastical, and moral. I may tell you that as _____. The Osaka paper is inclined to think that the heir-apparent I ran the regency in my late recent proposal made in India to impose an father's absence, and so served a useful apprentice export duty on cotton to Japan had its origin ship to the business I am now succeeding to. among Indian yarn merchants, who are anxious I think I've got the hang of the islands, so to to monopolize the market. Hongkong is a free speak, and I don't anticipate any trouble when port, and it is not definitely known to what I come into my kingdom. The principles of extent Indian yarns are imported to various government have been simplified since my great grandfather reigned as first King of the Cocos

"We are a strictly moral community. No prevalence of high quotations on Indian yarns intoxicating liquors are obtainable on the

When do you enter into your kingdom? queried the interviewer. "I sail in a month's time," was the reply. " I

I hope you will pardon the question, Mr. Ross, but is your Majesty married?

The brown face of the King turned a shade pared with the returns for the corresponding | deeper. "I am single-at present," he said, a little shyly,

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present :-Hon. Mr. E. A. Irving (Registrar-General), Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Colonel Bedford, R.A.M.C. (Principal Medical) Officer), Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearse (Assistant Medical Officer of Health), and Mr. W. Bowen

Rowlands (Secretary). THE PORFULAM WATER SUPPLY.

A further letter from the Government was submitted relative to the Pokfulam water supply. It read: - With reference to my letter No. 2857/10 of the 23rd ult., I am directed to inform you that the fonces to preclude access to the tunnel were reported on the 23rd instant by the Director of Public Works to be complete with the exception of the fixing of a few wires which must await the completion of some work that the military authorities are carrying out in the stream bod. The military authorities were requested on the 29th ult. to have the building rubbish scattered about on the hillside opposite the Mt. Austin Barracks tidied up and the ground turfed where necessary.

Dr. FITZWILLIAMS minuted - It is interesting to note that since the reply of the Government has been to hand, building operations have actually been started on the catchment area. Paragraph 3 states that this is and has been for many years forbidden.

Hon. Mr. HEWETT-The report of the subcommittee has been subjected to a good deal of criticism both in the Press and elsewhere. As the matter is again before the Sanitary Board I take this opportunity of stating that my own idea, and I believe that of the two other members of the committee, was that the Goverament should no longer delay in constructing the proposed new reservoir at Tytam, and thus make it possible to close the Pokfulam Reservoir. I do not think any of the subcommittee contemplated that the Government should do away with Pokfulam until the Tytam scheme had been completed.

Pokiulam branch area could be raised.

new house at Mt. Austin has been built since. The PRESIDENT -- That is also supposed to

drain on to the other side. BULLOCK TRACTION AND WATER CARTS.

The HEAD OF THE SANITARY DEPARTMENT submitted a minute in which he pointed out that the Department were practically losing the. full benefit of ballock traction by using twowheeled instead of four-wheeled carts. It would entail a considerable saving if four-wheeled carts were introduced, and to this experiment he took it that members would have no objection to raise. The objections taken at the last mosting at which the subject was discussed were to the dangers connected with the rotary sprays. He attached a minute by Inspector Reidie explaining the working of these retary sprays, but he did not wish to press the innevation. members considered that the box spray or the ordinary spray as supplied to the present carts would be more effective and less liable to get out of control it could be affixed to the new carts. The latter should, however, be of the four-wheeled type to save time and further to enable them to gain the full advantage of the new form of traction.

The Colonial Veterinary Surgeon minuted that the present cart took 200 gallons or about 2,000lbs, of water. It was two-wheeled and therefore part of the weight must be carried by the bullocks on their necks. As the water moved while being carried so did the weight on the animal vary, and especially so on uneven surfaces or when turning. A certain weight must always be on the neck so as to prevent the cart tipping up. Only a narrow track was watered necessitating the use of more carts and bullocks to water a given surface. With four-whoeled carts taking 400 gallons there was no weight on the bullocks at any time, turning was easier owing to the larger wheel base, more than double the width of the street was watered and fewer carts and bullocks were needed. With both carts the whole weight was only to be moved at the beginning of the journey, and as the carts proceeded the weight lessened. On fairly level roads the amount of work done by each pair of bullocks in the two-wheeled or four-wheeled carts would be practically the same. In the four-wheeled carts there was a heavier pull, but this was compensatod for by the absence of sagging of the load and by the less wear and tear on the bullock's legs and feet through having less weight to carry, and in downhill work by the brake doing the holding back instead of the bullocks.

Hon. Mr. HEWETT-I approve of four-wheeled carts provided the Colonial Veterinary Surgeon is satisfied two bullocks can draw 4,000 lbs. without undue strain.

The PRESIDENT sail he brought this matter up again because he did not want to order new carts before the Board had settled definitely on the type. There was a certain sum of money bullocks they would be losing the full benefit by carts. He took it that last time he brought up The rotary portion of the new cart. If that was so, sprays similar to those in use at present could be adopted.

Mr. HOOPER-What width of road would be covered with the new spray as compared with the old one?

The PRESIDENT-If we keep the same size sprays, that means that we don't have to load up

width of the spray?

am dead against.

benefit of a four-wheeled cart, which could be was in Court, said he was willing to do any-This meant very much less filling up, it much better to withdraw the proceedings. and also saved inspanning the bullocks. If - Mr. Hooper -- You stated that you had authorthey stuck to the two-wheeled cart he was ised this inspector. I believe that he gave a afraid they would have to have a man at each scavenging coolie into custody. May I ask if he

Mr. HOOPER said the President had dropped here? In having him arrested instead one of the arguments he had previously used in summoning him, he exceeded his favour of having the larger tanks, and that was by going further than you authorised that they would be able to have a wider pipe and to go. Coming to the merits of the case much wider spray. Now he understood the a man goes round and takes out

that they would gain still more by having a of the road mixed with the oil. Whether that handling it as Europeans, he would drop that most decidedly not, considering that similar to the one in use at present.

It was agreed to purchase four-wheeled instead of two-wheeled carts, with an increased storage capacity for water.

SECURITIES FOR CONTRACTS. The HEAD OF THE DEPARTMENT submitted minute relative to the securities for Sanitary

Board contracts. Hon. Mr. HEWETT-I approve of cash deposits. Does the Government allow interest on such deposits ?

he thought, in connection with the new con tract that was made for the removal of blood and hair from Kennedy Town after the old contractor had absconded. The latter's securities were found valid notil the time he disappeared, then The PRESIDENT stated that the building on investigation they were found no longer operations referred to he took it, meant the valid. In order to avoid loss in this manner rebuilding of the pavilion that drained towards again he proposed to slightly decrease the the Aberdeen side. He did not think the amount of the security, but to make it a cash question of the drainage coming within the deposit. In reply to the minute of the Hon. Mr. Hewett, he said that the money would be The PHINCIPAL MEDICAL OFFICER—That deposited in the bank, and the bank rate of and the inspector handed him over to a policeinterest on fixed deposit, four per cent., would be allowed to the contractor.

Dr. FITZWILLIAMS asked if the views of contractors had been ascertained in this matter. The latter might find it very difficult to get anyone to go surety for them if they are only to be allowed the bank rate of interest on their money, which was less than if they put it out to interest themselves. He thought before the Board settled anything it would be as well to find out from contractors their views.

Mr. HOOPER said it was a condition procedent to the contract. Those terms were stated and the contractor tendered accordingly.

The PRESIDENT explained that the conditions would be put in the tenders, so that a man, before he tendered, would know exactly what he wa entering into, and the man who found it dif- where and opening up new lands." ficult to put up the money was the man the Board did not want.

Dr. FITZWILLIAMS, said that some men might not want to put up the money. The securities proposed by the President for

various contracts were adopted. QUESTION FOR THE LAW OFFICER.

An application from the Colonial Veterinary Surgeon for six weeks' leave of absence was submitted, and out of it arose a question as whether the Medical Officers could not act as veterinary surgeons,

Mr. Hoopen minuted-What is the meaning of the Assistant Medical Officer of Health acting unofficially?

The PRESIDENT explained that he would be called in cases of emergency at Kowloon, such as during a typhoon.

Mr. HOOPEH-Supposing he ordered a beast to be slaughtered?

The PRESIDENT—Then we might be liable. Mr. Hoopen-Supposing the animal was in such a state that it would have to be slaughtered, and there was no one there to order it to be

The PRESIDENT-I take it it would have to wait till the typhoon was over. It is an act of

Mr. Hoopen moved that the opinion of the Law Officer of the Crown be taken as to whether the Government has not power to nominate any Medical Officer of Health to act as Colonial Veterinary Surgeon in any part of the Colony. The PRESIDENT seconded, and the motion was a greed to.

THE TRAMWAY PROSECUTION. The list of legal proceedings taken by the Department against persons for breach as of the Public Health and Buildings Ordinance, 1903-1909, for August, was submitted.

Ma. Hoopen minuted-Case No. 7416. This prosecution ought never to have been instituted. I consider the inspector exceeded his duty. The magistrate, in dismissing the case, evidently

thought so tco. The PRESIDENT pointed out in reply to Mr. allotted for next year, and as they were using | Hooper's minute that the magistrate did not dismiss the case. The speaker asked that it sticking to the two instead of the four-wheeled should be withdrawn and it was withdrawn The inspector did not exceed his duty, as the subject exception was taken chiefly to he was specially authorised to take these proceed. ings, and he followed the course which the President always followed. This nuisance was started in the neighbourhood of Kennedy Town. The rubbish was thrown by employees of the Tramway Company on the road, and the Department wrote to the Company about it and received a reply that it would be stopped. It occurred again two or three months afterwards in another neighbourhood, and as it was not

Mr. Hooper-Are you going to increase the stopped he authorised the inspector concerned to take out a summons. The only difficulty The PRESIDENT-We will slightly increase it that arose in connection with the summens was the magistrate's opinion, which he proposed to Mr. HOOPER-If necessary! That is what I hold over, as to whether the stuff was dirt or not. It looked as if the case would last some time, but

pulled practically as well as a two-wheeled cart. thing to abate the nuisance, the speaker thought standpipe, which, of course, would increase the had your authority to do that, knowing that the coolie was an employee of a public company President to say that these large tanks held a the line staff which has accumulated, and which greater quantity of water, and that they would to my mind has largely been swept there by have to go to the standpipes fewer times- scavengers of the Sanitary Department. The Ho didn't mind that at all, but he oil was put on the line for a good purpose, for still wished the width of the spray reduced. the benefit of the public and to prevent noise. The PRESIDENT said he was of the opinion Then you have a deposit of what was the surface rotary spray, but as members did not like it, and is a nuisance or not I am not prepared to say national career. thought the Chinese would not be as quick at | definitely, but " I should think it was part of the question, and the spray would be some large towns in England the same thing takes place, and at the request of the municipal authorities this stuff is re-distributed on the roads. It cannot be so bad or it would not be allowed to remain on the roads at Home. For an inspector to take the high-handed action this

m an did was most unjustifiable. The PRESIDENT-In reply to this I beg further to add that I consider this stuff did constitute a nuisance. I personally have never seen oil out on the tram lines in any city in the United Kingdom, and as for its The PRESIDENT said this question came up, being allowed to remain on the roads, that is absolute news to me. If any member of the Board has seen it here, he will admit, I think, that it is very liable to cause accidents. It rather straining the point to say the coolies brush this stuff into the tram lines.

> Mr. Hoors ment that it gets in. The PRESIDENT-It gets in, otherwise it would not have to be removed. I maintain that the proper place for it is the coolie's tim or dust bin, not the road. This man was warned, but declined to do what the inspector told him, I maintain that the inspector did not exceed his duty.

The discussion ended, and the paper was laid

MINDANAO RUBBER.

"Rubber in Mindanao is no longer in th speculative stages, but has now taken the top prices in the markets," said Major George I hern, Director of Forestry, who returned last week to Manila after a two weeks' absence in the south. "The trees are giving a fine grade of rubber," continued the Major, "and there are enough rubber lands for thousands of plantations, especially in Basilan and the Cotabato valley. In fact the planters wherever I happened to meet them were more hopeful than ever before. The copra business was never better. Where 1.000 piculs was formerly considered a wonderful export they are now sending out 5,000. They are planting cocoanuts every-

While in Zamboanga Major Ahera met a merchant from Singapore who told him that the Philippines exhibit at the agricultural fair was by far the best and most attractive they had yot seen there, and that the Governor in his speech referred to it most enthusiastically.

The enthusiastic reference appears in the published reports of the Governor's speech in these words :-- "We are also glad to have our friends from Manila, who on very short notice have sent a most interesting exhibit which will attract a great deal of attention."

SHIPBUILDING IN JAPAN.

From the official organ of the Chamber of Commerce at Yokohama we learn that at the end of 1909 the number of shipbuilding yards large and small in Japan was 239, while docks numbered 55. The supply, however, is still insufficient to meet the demand of those engaged in marino transportation business and some imports of ships are noted every year. According to the statistics of the Department of Communications the number of ships constructed at home and those imported during the past twenty | which were too sacred to be tampered with, years is as follows: - .

NUMBER OF SHIPS CONSTRUCTED IN JAPAN.

Sailing Vessels. Steamships. No. of Ships. Tonnage . Ships, Tonnage 1,213 1891 ... 32 26 33 1,061 36 1896 ... 10.698 13,929 54 20,342 .18.157 53 15,308 195 53 1900 ... 16,328 124 65 33612

	1903	00	30,014	124	2,260
	1904	114	27,500	100	11,275
	1905	103	30,089	728	16,760
	1906	9,	35,151	411	26,444
	1907	79	29,898	248	19,949
	1208	77	68,070	192	14,607
	1909	98	50,795	198	15,188
	-			IMPORTE	
	NU	MBER O		Sailing	
		Steamsh		No.	Ton-
		No.	Ton-		
		f Ships.	nage.	of Ships	. nage
	1890	10	13,481		440
	1891	4	6,653	7 I	440
	1892	7	7,957		1 000
i	1893	10	13,036	2	1,776
	1894	38	96,072		
	1895	35	66,424	2	572
	1896	27	34,891	-	_
	1897	22	67,454	<u>-</u>	_
	1898	17	44,110	1	114
	1899	9	25,474	2 1000	. 83
	1900	13	28,492	2	235
	1901	12	19,344	- 1	113
	1902	10	20,684		-
	1903	17	33,440	I	161
	19041	72	177,298	. 1	45
	1905	. 100	138,706	11	517
	1906	23	30,142		,
	1907		32,009	3	362
			19.178	- 3 2	167
	1908	Z1	13,110		701

A TIBETAN CONQUEST · OF CHINA

At a time when Great Britain, as the latest Blue-book on Tibet shows, has been forced to enter her vigorous protest against China's reduction of Tibet to the status virtually of a mere The PRESIDENT said they should get the full as the manager of the Tramway Company, who province of the Celestial Empire, it is interesting to discover that the present relative positions of these two countries was once completely reversed, and that Tibet at that time seems to have treated her vanquished foe with great generosity. Indeed, China narrowly escaped having a Tibetan dynasty thrust upon her, and escaped that fate mainly, it would seem, through Tibet's intense strachment to her own country forbidding though this land may appear to

This important news is disclosed in an ancient edict, discovered on a pillar of victory by the present writer in Lham, dating to about A.D. 764, and is in itself the oldest historical Tibetan document but one known to us. It is here published for the first time. It chronicles the conquest of China by Tibet, the annexation of whole provinces, the occupation of the Imperial capital, the setting up by Tibet of a new Emperor on the Celestial Throne, also the fact that China had been forced to pay tribute for several years to her Tibetan conqueror. We are thus afforded from an authentic indigenous and contemporary source clear insight into a period hitherto absolutely dark in the native annals, although one of the most striking in the

Tibet at this epoch had reached her zenith. and was one of the great military Powers in Asia. She had joined hands with the Arabs and Turks across the Pamirs to wrest from China her north-western provinces and principalities, and to cut her off completely from overland communication with the West. She had carried her victorious arms into Yunnan on the south, and Nepal seems still to have been her tributary. To this era-dates the Tibetan occupation of Turkestan and Chitral, the traces of which have been discovered of late years by the excavations of Dr. Stein and others in Central Asia.

One of the most striking facts revealed by this Lhasa edict is the enormous distance eastward to which Tibet had overrun China at this time-the middle of the eighth century A.D. when in the West the Saracons were being driven out of Gaul. The Tibetans had extended their dominion eastwards halfway across the continent of China to the great bend of the Yellow Rich, beyond longitude 1. Odeg., and beyoud the Imperial capital itself so as to outflank it. In the year A.D. 755 the whole of Kansu was annexed by them up to the Lung Meuntains : and in A.D. 758 this edict shows that China lost to Tibet the great key to Central and North-West China-namely, the Pass of Tungkwan, with its fortress of Karchan, the Kachan or Cachan of Marco Polo.

. THE PASS OF TUNGKWAN.

The immense strategical importance of this pass as the key to Control China in those days was owing to its closing the passage between the Yellows River and the Mountains. "Its fortress of Kachan," says Yule in his commentary on the Venetian traveller, "was constantly the turning point of the Mougol campaigns against that dynasty (the Kin), and held a prominent place in the dying instructions of Chingiz (Genghiz) for the prosecution of the conquest of Cathay." This coveted pass and fortress, which thwarted Genghiz Khan's offorts for the conquest of China, were taken by the Tibetans in 758, as recorded in this edict. The point, which was below the Iniperial capital of Changan itself, placed the latter complately at the mercy of the Tibetans, who, as is recorded in the edict, were paid an annual "tribute" to leave the capital unmolested. And it was the stoppings of the tribute on the acces--sion of a new Emperor several years later which was, so the edict informs us, the cause of the his father, formed, as he says --

The capital Changan, the modern Sianfu, had been the metropolis of China for about a thousand years. It was visited and described by Marco Polo five centuries later, and was probably, says Yule, "the most eclebrated city in Chinese history and the capital of the most powerful dynasties. It was the metropolis of Shi Hoangti, the great Emperor whose conquesis almost intersected with those of his contemporary, Ptolemy Energotes." It also was the site of flourishing Nestorian Christian churches in the seventh century, of which a famous inscription-tablet still exists, a fact which, by the way, explains why the ritual of Lamaism incorporates so much of the Christian

ceremonial. This Tibetan record displying aloft the details of the conquest of China and the occupation of her capital, so humiliating to the reputation of the Chinese, has unfortunately been extensively defaced during the later Chinese ascendency at Lhasa. Whole sentences have been deliberately removed by the chisel, the marks of which are visible. Fortunately, however, sufficient remains, including the names of the Emperors, enable us to decipher most of the text and restore some of that destroyed.

THE EDICT. The dignified and restrained style of the Tibetan narrative in recording those great military achievements of the nation's prowess reflects the characteristic modesty and manliness of the Tibetan character. The following is a translation :-

During the reign of Kri Srong-de-btsan [the Minister] kLu-kong, was the intimate [Counsellor] at the side [of the King] on the Tshe-ngan [= Changan] high road. After the great conference, he became firm in mind and and was appointed to the rank of Minister of the Interior. He viewed with warm apprehension the dominion of Chins. No sooner was he commanded to go in the direction of Karchan [=Kachan] as commander of the leading upper division of the army than he set out, taking heed of resourceful precautions like a god of

With a force greatly more numerous than that assembled in the Za-Za of rank in the chants by the native authorities, have added to territories of China, he beat the Chinese. Of | the prevailing confusion and want of confidence. those who took the part of China on the field of Char-mo [the modern Chaoyi near Tungkwan] ****** some [? escaped] towards Tong-ka | effect in course of time on the trade between [Pfungkwan] **** also during the rising of the night to neighbouring ***. The [new] boundary was laid out. kLu-kong **** [? made China] *** the war, by the great dominion. China **** He having become [again] confidential Counsellor at the side of the King was a continual pattern to the State by what he unfavourably against Lancashire and Yorkshire

The king Kri Srong-de-bisan with profound prudence treasured up, with full pricautions what dominions [he conquered]. Ever experienced by practice, he conquered a great many countries and forts of rank in the territories of China and joined them together. The Lord of China [the Emperor] Heu-di via ports. Wang te [=Che Teh, "The Supreme Ruler," the reigning title of Su Tsung AD, 756-757 and the Lord's Minister being terrified offered on the 11th instant. tribute in perpetuity of fifty thousand pieces of silk cloth a year. The Chinese were made to pay 'dlesbro', Antwerp and London left Singapore the tribute.

After this, the Lord of China Heu-di Wang-te having died [he died A.D. 762]. the sen of the Lord of China Wang Teng -Kwang Teh, title of Tai Tsung who ascended the Throne A.D. 7631 became King He was unable to pay the tribute to Tibet. On this account kLu-kong begged the Tibetan King, who was heartsick of the [Tshe] ngan road, that Tibet should issue a war-order for a described as deserts. Victoria Desert, in the great army to march straight to the Keng-shi palace of the Lord of China. To be great Great Sandy Desert, in the north of the procommanders of the army [marching] straight vince, are two of the most notable of these for Keng-shi were appointed mChims, prince of titular waste lands. the Royal race of Shu-teng and the Minister sTag-sgra kLu-kong and they both [proceeded] Commonwealth show "deserts" almost everyestraight to Kengeshi.

A great battle was fought on the bank of the ford of Chiu-chi [the modern Chowchib, 40 miles east of Sianfu (Changan)]. China and all its great households were defeated. Tibet made the enemy flee from battle. Many Chinese were struck down. The Lord of China Ithe Emperor! Kwang Teng Wang also, having come forth from the fort of Keng-shi, fled to Steng-chin [the modern Shangchow, 100 miles south east of Sianfu]. Keng-shi having been brought down the Inner Minister of the Lord of China **byeu-*keng; cowered and ceased [digging] entrenchments and ***** King. ******* whatsoever Tibet *** [? demanded] ****** in Keng-shi ***** causing disturbances ****** Minister. * Tibet set up as Chinese Emperor King Che-chung [properly Cheng-hung] **** to hold the dominion for the future.

kLu-kong having done *** [this] became [again] Counsellor at the side fof the King? His [sound] judgments has caused happiness for the dominion.

It has always been a puzzle to Western students of Chinese history to understand why the Tibetans, at a time when they had China at their feet and were menacing the very existence of the Chinese Empire, should have ceased somewhat suddenly from their aggression encroachments and have disappeared altogether from Chinese history-and this, too, at a time when China under the weak rule of the later Tang Emperors was less able to defend herself than formerly. The Chinese themselves attributed this cessation of hostilities to the rise of internal factions amongst the Tibetan nobility, leading about half a century. later to the extinction of the dynasty by assassinution followed by long civil war,

A GREAT RENUNCIATION.

This newly-found edict explains a great deal in regard to this question, and makes it evident that the subsidence of the great wave of devastating militarism occurred in the hour of Tibet's greatest' strength; and that it probably due in great measure to the pacific influence exerted by the staff of Indian Buddhist monks, then at Lhasa, upon this King, who about this period became the founder of

In the light of this edict, we now see that the namely, that of A.D. 783 with the Emperor Te Tsung, recently published by the present writer -in flying the eastern boundary of Tibet at the Koko Nor Lake, chronicled an enormous concession of territory by Tibet. A tract of over 600 miles long by 150 to 200 miles broad. comprising the conquered portion of Sheusi and the greater portion of Kansu, was apperently, under no compulsion, tacitly restored to China. This extreme generosity on the part of the Tibetan Monarch, the same who had conquered these provinces, was presumably inspired to some extent by the Indian Buddhist monks, whom he then had at Lhasa engaged. in translating the Scriptures into Tibetan, and who undoubtedly, as the present writer has shown, revised the text of the edict of 782. was also probably contributed to in no small degree by the King's warm attachment to his country. His edict of 783 shows him to have at heart the welfare of his people; he had, like

Tibetans reluctantly occupying and sacking the a virtuous resolve to conduct a great deep [movement for the religious life which would educate in the blessings of pure love.

Although possessing the key to China, for which Gonghiz vainly strove, he never seems to have seriously attempted to use his position for the permanent occupation of the conquered provinces or for the complete subjugation of Ching. This Warrior-King, who even after a few years was, as this edict states, "heard-sickof the road to the Chinese capital," must after twenty years of devastating wars with China; no doubt have realized the enermous wastage of life and of the natural resources of the country which this policy entailed. And he must have seen that there could be no return for it all unless he permanently abandoned his beloved mountains for the Chinese plains and a life amongst an alien people—an alternative from which Tibetans instinctively recoil - The

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods Market

. The precarious condition of native financial affairs continues to exercise adopressing influence on all branches of the trade. The few orders that have come in from the country for pressing necessities have been filled to a great extent by weak holders whose hands have been forced by monetary difficulties, and the fact that a certain amount of stock involved in the recent insolvencies are in course of liquidation deprives the market of all support and makes difficult to maintain value, much less to secure an advance commensurate with the high cost of

The piece goods market in itself is in a sound condition, and the prospects for the Autumn trade might be considered exceptionally bright in view of the excellent condition of the crops in most of the provinces and the scarcity of supplies both here and in the interior, but it is difficult to see how the demand can develop until the monetary condition here undergoes some radical improvement.

Some further insolvencies during the pas week, and the arrest of one or two more mer-

The annexation of Kores which has long been considered inevitable is likely to have a marked that country and Shanghai. It is satisfactory to note that the Customs duties are to remain as they are for a period of 10 years, at the end of which it is natural to assume that they will be included, in the new schedule which comes into force in Japan on the 1st July next, and which it has been pointed out discriminates very

LATEST STEAMER MOVEMENTS.

The Bank Line str. Kumeric sailed from Yokohama on the 12th instant for Hongkong

The C.P.R Co.'s str. Monteagle, which left here on the 16th ultimo, arrived at Vancouver The "Ben" Line str. Benvenue from Mid-

on the 13th instant for this port.

EXPLORER'S 800 MILE TREK

LAND_OF PROMISE" UNDER THE SOUTHERN CROSS.

In maps of Australia, published only a few years ago, may be found vast tracts of territory southern part of Western Australia, and the

Old maps of the continent that is now a where inland -an easy way of describing land which was almost unexplored. But that, of course, is not the case with Western Australia. The Victoria Desert has been traversed several times since 1875, when Giles made his great journey across it from west to east. The Great Sandy Desert has also been crossed on several occasions. The expeditions of Giles. Warburton, and Carnegio afforded no evidence that this great wilderness was other than

There is, however, at present in London a gentleman who stoutly maintains that this is a libellous description.

Mr. Canning has spent seventeen years in the "far back" country; he has done much exploration work, and for the last four years he has been engaged in important missions on behalf of the Government of the Colony. In Sir George Reid's opinion, Mr. Canning is better acquainted with the northern parts of Australia than enybody he has met, and this is a sufficient testimonial that Mr. Canning knows what he is talking about.

the confesses to 48 years, but does not look his age. This he cheerfully attributes to the fact that Australia, even with its deserts (which are not despris) and its tropics, is the healthiest country in the world. If you want to live long and without knowing what it is to be ill, Mr. Canning prescribes the career of an explorerin Australia

You must, of course, be prepared to suffer hardships. Mr. Canning, who is extraordinarily reticent about his own exploits, admits in crossexamination that he has had his share. "I have walked 210 miles - doing the distance in five days-and only found water once. I have tramped eighty miles without a drop to drink. looking for water."

WELL-SINKING EXPEDITION.

Two months ago, Mr. Canning successfully completed the enterprise which the Government entrusted to him of constructing a line of wells from Wilana, a little mining town, to the Kimberley country in the north, a distance of 800 miles. This scheme was decided upon as a result of a journey of exploration which Mile Canning made in 1906-7. The possibility finding water in the desert had long been dit cussed, and it was his business to discovered After having spent awelve months on joint Treaty-Edict of twenty years later a journey of 1,000 miles, he was able to report that abundant water was available. At the beginning of 1908, therefore, the Government asked him to take the leader-

> ship of the expedition to construct the wells. "The party numbered twenty-six men, and we had to take food sufficient for two years beside all the equipment necessary for the wells and troughs. That was a fairly difficult task, because you can't live on tinned meat all that time and keep in health. So I determined to take a large number of goats to supply us with fresh meat, and, what was as important, milk. We took 400 of them, and as they bred considerably during the expedition, we were always well supplied. For transport we used camelssixty two of them. There was not a single case of serious-illness during the two years, and I brought all the men back sound and well. I lost one man on a preliminary expedition, but he was speared by a native.

VAST PASTURE LANDS:

"There is water almost everywhere in this so-called desert;" ndded Mr. Canning; "not visible water, but very near the surface. The average depth of the wells we constructed, one every fourteen miles, is only 33ft., and they all hold a fair store of water. There is not one which would not yield an ample supply for two mobs of cattle-a mob being anything between 300 and 500 head. Some of the wells give over 4,000 gallons an hour. Each of them is timbered and supplied with 42ft. of trough-

" We brought back cattle with us from the Kimberleys to Wiluna without losing a single bullock, and they were all in good killing condition

"The result of this chain of wells is to open up a new route to the finest pastoral country in Australia. There are 60,000 square miles of it in Northern Australia, with a population of about 1,000, divided between a few large stations. I maintain that Northern Australia is absolutely a white man's country. Most of it is tableland-about 1,200ft, above the sea. It is perfectly healthy, for though there is a rainy season and the summer is hot, the heat is not excessive, and the winter is perfect. The climate is suitable for tropical and sub-tropical crops as well as for stock and cerculs. Cotton, rice and sugar could be grown there. The country is clamouring for population, there is no doubt about that; and it ought to get it even before the railway is built.

"And there is a great probability of minerals being found in what used to be known as the desert. You can't judge by appearances. Broken Hill is the most God-forsaken looking bit of country possible, but it is the richest silver mine in the world."—Daily Chronicle.

CONTRABAND AMONG CARGO ON THE "GLENOGLE".

CHANDU CONCEALED AMONG PUTRID BADISHES.

Mr. Howard and other officials of the Straits Government Monopolies Department had a tedious vigil on Saturday afternoon and evening, but they had the satisfaction in the end of achieving their object, says the Straits Times. The department had reason to believe that the cargo of the steamer Glenogle, which had just arrived from China ports, contained contraband chandu: The discharging of the cargo was watched for six hours, and about eight o'clock in the evening the revenue men were scarching a twakow which was bringing general cargo ashore. Among this cargo were seven large iars containing, according to the labels, pickled radishes consigned from Amoy to a certain Chinese chop in Singapore. On turning out the radishes, which were putrid beyond description, the officers discovered 129 large tins of chandu, each holding ten tahils, and 40 smaller tins of five tahils, each—a total, of 1,490 tahils. The value is estimated at \$6,000.

The circumstances of this affair promise infinite trouble to the revenue officials, for if the idea of smuggling chandu among the cargo develops the difficulties of the department's work will be increased manifold.

Two Chinese were subsequently arrested at Penang in the act of discharging 143 onnes of cocains and 290 ounces of morphia from the Glenogle into a sampan.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before II a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telophone No. 12. Telegraphic Address : PREBS Codes: A.B.C. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season L will be held at HAPPY VALLEY, on SATURDAY, the 17th September, 1910, commencing at 3.30 P.M. The Charge of Admission will be \$1.00 for others than Members of the Hondkong Jockey CLUB OF GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present. REGINALD F. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 14th September, 1910. [1056_

FOR SHANGHAL

HE P. & O. S. N. Co.'s Steamship

"DELHI" Captain G. W. Gordon, R.N.H., will leave for Shanghai TO-MORROW, the 15th inst, at Daylight. For Freight or Passage, apply to

Superintendent. Hongkong, 13th September, 1910.

CANADIAN PACIFIC

RAILWAY CO.

FOR VANCOUVER.

HE Steamship SUVERIC."

FROM HONOKONG,

ON TUESDAY, THE 27TH SEPTEMBER, FOR VANCOUVER DIRECT.

To be followed by 20th Oct KUMERIC AYMERIC 20th Nov. ... 15th Dec. ... 17th Jan. 1911

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies. For further information regarding rates of

freight, etc., apply to CANADIAN PACIFIC RAILWAY Co. Hongkong, 14th September, 1910 [105]

OSAKA SHOSEN KAISHA.

TT IS HEREBY NOTIFIED that MR. S. HIROI has This Day assumed charge of the Company's business at this Port, vice Mr. TADAICHI ARIMA, transferred to Hongkong, 14th September, 1910. [1051

CORRESPONDENCE COLLEGE.

HOROUGH Preparation by Postal Tultion for the LONDON MATRICULATION, BAR, LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teacher. Success guaranteed.

Apply for terms, testimonials and qualifica-

PROFESSOR JOHN P. LONG, B.A. (formerly Lecturer at the Swansea University College). RICHMOND CORRESPONDENCE SCHOOLS,

Alexandra Road. St. Margaret's on-Thames, LONDON.

... WANTED.

DOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level. "NOVEMBER, Please apply-

Care of "Daily Press" Office. Hongkong, 12th September, 1910. [1043

VIENNA CAFE CO. (1910)LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

(Opposite Post Office.)

CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF.

SHOT MANUFACTURERS. BBEY IMPROVED CHILLED SHOT Co., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only)

CARTRIDGES, SPORTING (ABBEYRITE BRAND). Loaded by the ABBEY IMPROVED CHILLED SHOT (Co., LTD., Newcastle-on-Type. Makers of Chilled Hard and Soft Shot

(Wholesale only).

PUBLIC COMPANIES

CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in Company, St. George's Building, No. Connaught Boad, on SATURDAY, 17th September, 1910, at NOON, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd September, 1910.

SPINNING HONGKONG COTTON WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

HE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers on SATURDAY, the 24th September, at 11.15 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th September, 1910, both days inclusive. JARDINE, MATHESON & Co., LTD.,

General Managors. Hongkong, 12th September, 1910. DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEET. ING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910 The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept.

both days inclusive. DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 3rd September, 1910.

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock on SATURDAY, the 17th September,

Bearers of Debentures are invited to attend the Drawing. By Order,

JAMES CRAIK Secretary. Hongkong, 1st September, 1910.

HONGKONG CLUB.

By Order,

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st. August, 1910, as posted in the Hall of the Club.

NOTICE

JAMES CRAIK,

Hongkong, 1st September, 1910. HONGKONG FOOTBALL LEAGUE.

THE ANNUAL GENERAL MEETING wil be held at the Y.M C.A. Rooms, on THURSDAY, 22nd September, at 5.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept.

t 5,30 P.M. F. BROWNE, Chairman, ALEX. P. STORRIE, Hon. Secretary.

Hougkong, 13th September, 1910. (1052)

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the CLUB BATH, on the 22ad, 23rd and 24th inst. The HALF. MILE, to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward. .

FRANK LAMMERT. Hon, Secretary.

Hongkong, 12th September, 1910.

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the

Preferred Shares of the above Company on the 1st October, 1910. Payment must be made to the Hongkone AND SHANGHAL BANKING CORPORATION. The BANQUE DE L' INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATUR-

DAY, the 8th October, 1910. The Provisional Certificates may be sent in to Messis. Lowe, BINGHAM & MATTHEWS, St. George's Building, for endersement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors, T. F. HOUGH, Chairman. Hongkong General Purposes Committee. Hongkong, 1st September, 1910.

NOTICE.

beg to inform our Lady that our Customers Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING

HOLIDAYS. HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 5th September, 1910.

INTIMATIONS

TENDERS.

the Company will be held at the Office of the TENDERS are invited for the Supply of TIMBER, TIMBER MATERIALS. SPARS to H. M. NAVAL YARD for one year from 1st November next. Forms of Tender may be obtained on applica-Tion to the NAVAL STORE OFFICE. The right is reserved of rejecting all or any Tenders, and of accepting any portion of a

> EDGAR WATTS, NAVAL STORE OFFICER Hongkong, 9th September, 1910.

IN THE SUPREME COURT OF

HONGKONG. ORIGINAL JURISDICTION.

IN THE MATTER of the COMPANIES' ORDINANCES 1865 to 1886,

IN THE MATTER of THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

THE CREDITORS of the above-named L Company are required on or before FRIDAY, the 11th day of November, 1910, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Selicitors, if any to LAU CHU PAR of Alexandra Buildings Victoria, Hongkong, Compradore to Messrs. A. Watson & Company, Limited, the Official Liquidator of the said Company, and, if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims, the Chambers of The Honourable SII FRANCIS PIGGOTT, KT., Chief Justice of Hongkong, in the Supreme Court House Victoria, Hongkong, at such time as shall be excluded from the bouest of any distribution

made before such debts are proved. FRIDAY, the 18th day of November, 1910, at 10 o'clock in the forencon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims; Dated this 2nd day of September, 1910. J. H. KEMP,

Registrar. JOHNSON, STOKES & MASTER. Prince's Buildings, Ice House Street,

Hongkong. Official Liquidator's Solicitors.

FOR SALE

FOR SALE. TIWO SPORTING DOGS, Pointers (Dog and Bitch), well trained TRIAL LOAN of Animals to Intending Purchasers.

Price: \$350. For Further Particulars, please apply to -Sergeant MADEIRA.

Macao, 12th September, 1910. FOR SALE.

DEMAINING Portions of MARINE LU LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS. MARINE LOT

No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER. Apply-

G. FENWICK & Co., LID., ENGINEERS, &C., PRAYA EAST, HONGKONG, Hongkong, 8th June, 1906.

ON SALE.

LIONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL for

REVISED BY THE MEMBERS. PRICE - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

NEW CARTRIDGES.

BY popular English Manufacturers. In NO. 2, HOLLYWOOD ROAD. all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906.

Fongkong, 6th March, 1907.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co.

TO LET

TO LET.

TILEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month.

For particulars apply to-DEACON, LOOKER & DEACON, Solicitors, 1, Des Vœux Road Central. Hongkong, 22nd August, 1910.

TO LET,

AT THE PEAE. THE FIVE ROOMED HOUSE, known as "Bicton," situate on Plantation Road. For Particulars, apply to-DENNYS & BOWLEY. Hongkong, 9th August, 1910.

TO LET

TO LET.

THE TOP FLAT of No. 4, SEYMOUR ROAD, Hongkong. Chesp Bental. Apply to-

SPANISH DOMINICAN PROCURATION. Hongkong, 3rd September, 1910.

TO LET.

TOS. 19 and 23, SHELLEY STREET. nev 5-Roomed Houses. 1 HOUSE in Belilios Terrace. No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No.9.BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910. No. 57, PRAYA GRANDE, Macao. FOR SALE .- TOR CREST, at Peak, com

manding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd August, 1910.

TO LET. ODOWN, No. 5A, DUDDELL STREET.

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st September, 1910.

TO LET. COMMODIOUS TEW and * Nathan Road, Kowlson, Immediate

Possession. Cheap Rentals. KOWLOON MARINE LOT 48. Yaumati. Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to-HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909.

TO LET. NO. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to-E. A. & C. F. DE CARVALHO, 14. Arbuthnot Road. Hongkong, 8th August, 1910.

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, la'ely occupied as Artillery Officer's Quarters. Suitable for Boarding House, GODOWNS, 151 to 155, PRAYA EAST, OFFICES No. 2, Connaught Road, 3rd

A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10. DES VŒUX ROAD CENTRAL lat floor. SEMI-EUROPEAN FLATS, Preya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East,

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 9th September, 1910.

TO LET.

OFFICES, Hotel Mansions. Apply to-HENRY HUMPHREYS. Alexandra Buildings.

Hengkong, 2nd February, 1910. TO LET. ODOWN, No. 4, New Prays, Kennedy Amoy

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st September, 1910. TO LET.

T'N No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices. One GODOWN in MASON'S LANE.

DAVID SASSOON & Co., LTD. Hongkong, 8th March, 1910. TO LET.

OLD BAILEY. Immediate ossession. ARRATOON V. APCAR & Co.,

Hongkong, 4th July, 1910. TO LET.

14. Des Voeux Road Central.

King's Buildings. OFFICES facing the Harbour lately in of Messrs. JARDINE.

MATHESON & Co., LTD.

Apply-THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st September, 1910. [89]

TO LET.

corner of Ice House Street Apply to-MESSES. PEROY SMITH & FLEMING. 5, Queen's Road. Hongkong, 2nd June, 1910.

TO LET.

MODERATE RENTAL.

TOUSES in Observatory Villas (5 Rooms). Kowloon. Electric and Gas laid on, Tennis Court. Apply to—

ARRATOON V. APCAR & Co., 14, Des Voeux Road, Central, 1st Floor, Hongkong, 28th July, 1910.

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to- J. HENNESSEY SETH, No. 4, Ice House Street. Hongkong, 2nd July, 1910.

ENTERTAINMENT

THEATRE BOYAL.

HONGKONG. Lessee MR. WARWICK MAJOR.

WARWICK MAJOR'S COMEDY CO.

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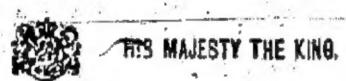
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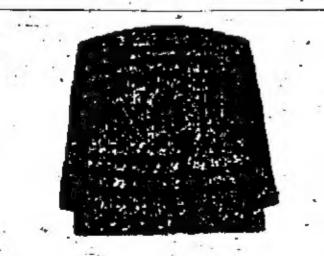
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THE UNGUARDED SPACES OF THE SEA.

It would appear to be generally agreed that the British Navy has two main duties to discharge, of which one is to prevent invasion, whether of the Home islands, or of any portion | to these facts. of the many-chambered House of the British peoples, and the other to secure the safety of those trade routes which are, admittedly, as the arteries of empire and of national life, "The existence of a third duty, which at once includes and transcends these, is almost universally ignored. That duty is to win victory in international competition. But, as the competence of the Navy to perform this vital function depends on its adequacy to fulfil the other two, an examination of naval strength may safely be confined to these.

Now of these, that which has been named first attracts incomparably the larger share of public attention. For one thought, for one speech, directed to the safe transit of the food and the raw material necessary to the labour of our home population a hundred are turned upon the question of our battle strength. Yet in reality the effective guardianship of the paths of the see is a matter, not of less or of more, but of coequal importance with the prevention of the landing of Continental legions upon our shores. The fact that by far the greater part of the supply, alike of our foodstuffs and of the raw material of our manufacturing industries, is drawn from abroad is known to all, except the most ignorant. To state it is a truism. Yet a truism does not cease to be an essential factor of national existence because it has become a platitude. Rather does that common acceptance obscure the momentous nature of the fact itself.

But if it be admitted, as it is admitted, that any effective interference with the highways of the ocean would have the instant effect of sending up food prices in Great Britain to famine amounts; if it be acknowledged that the simultoneous arrest of transit of, e.g., raw wool and cotton would at the same time deprive a vast portion of our people of their wages, then assuredly we have reason for the keenest scrutiny of the naval means of preserving those ocean highways from attack.

And as, in the nature of the case, the means of defence must be ornisers, it follows that the most anxious attention of Parliament and of the nation should be devoted to the number and the efficiency of those at present in existence or provided for in the current Navy Estimates.

Now the total number of cruisers, completed or completing, possessed by Britain is 116. Of these thirty-nine are armoured, seventy-four are protected, and three—the Boadicea, the Bellona. and the Blanche-are without any protection at all. The two former vessels (new attached respectively to the First and Second Destroyer Flotillas) possess the singular distinction of being absolutely the only cruisers proper which were laid down and carried to completion by England during the four years 1906-7-8-9. Of the thirtynine armonred cruisers all except four, which are on the China station, are assigned to the fleets in European waters, whence, in the event of war with Germany, it is practically certain that they could not be spared. Indeed, these thirty-nine are forever being included in the the North Bea.

tal number required will be over ten thousand.

Now, it is the opinion of every naval officerprobably without exception-that ships thus anddenly manued with crows most partially and inadequately trained, and as unfamiliar with each other as with their yessels, will be totally inefficient for purposes of war. How long time would be needed to attain a fair degree of efficiency is a matter on which naval judgment varies greatly, but the writer has never known or heard of any naval oritic who assigned a less period than two months. Passing by, however, vital point, and assuming that, which have no right to assume at all, namely, that all these seventeen are able immediately to find their complements (N.B.-The men of the R.N.R. belong largely to the mercantile marine and are scattered all over the world); that, when found, their crews are efficient; and, lastlya gigantic assumption indeed—that the repairs be expected. To reach the Cape would require will be none. from seventeen to nineteen days; to reach Zanzibar, several days more. To get through the Straits of Magellan to the Pacific would require, from the English Channel, fully three weeks, and to attain to Vancouver five weeks would be needed, while not less time would be requisite in order to reach India, if the Sudz Canal were to be blocked, as all naval and

military experts believe will be the case. ships of Britain, the carriers of the means of life dismissed the public service. for her population, can look for help only to the four armoured and the twenty-three protected cruisers which are actually present on the ocean spaces of the world.

moment consider what number of scouting squadron, or the four other gunboats of even cruisers will be left in home waters after the lower speeds, which belong to our squardon, so departure of the special service squadron upon colled, in the East Indies, can afford any kind its momentous mission. As the total number of effective protection to British interests at Lord Charles Beresford say, in his speech Wyatt, in the Nineteenth Century.

to the London Chamber of Commerce on the 30th of June, 1909, that "we are not a one-Power standard in small cruisers." The announcement, it will be now seen, was absolutely correct, for the number of vessels which Germany has at her disposal for sconting work is over forty. One marvels why the London Chamber of Commerce has not taken steps to draw the attention of the whole country

Coming now to the examination of the actual nature of the only naval defence provided for a British mercantile marine which is spread over the seas of the world, we find that of the twentyseven cruisers, eight are of the third class and of a speed not exceeding sixteen knots.

Nine of the twenty-seven are stationed in Australasian waters. These comprise one cruiser of the first class (the Powerful), three of the second class, and five of the third. The last all come under the category just named, since they cannot steam above sixteen knots, and in a sea-way. much less, a speed useless for the pursuit of a fast liner, the foe with which they will have specially to deal. They are, moreover, crippled by their small coal capacity. The remaining four have to guard the British merchant shipping leaving or approaching the ports of a coastline of about eight thousand miles. They have also the like task to discharge in respect of New Zealand. Proceeding next to the Cape, which has been usually considered o e of the most vital naval strutegical-points on earth, we find only three British arnisers—the Forte, the Hermes, and the Pandora - which last, again, is a small third-class cruisor, totally incapable of attempting to pursue a modern liner in any heavy sea. The station of this Lilliputian squadron extends from Walfisch Bay on the West Coast of Africa to Zanzibar on the East No wonder that when there was trouble in Zanzibar, a British Protectorate, a German man-of-war had to be asked for by the British authority. (It was kindly sent.) The station also includes Mauritius and the Saychelles, as well as, on the West Coast, St. Helena.

On the East Indies station there are five British cruisers, of which, once more, two are of the Pelorus class, and incapable of a speed exceeding sixteen knots, and a third is the Philomel, which is even more destitute of steaming capacity. She was launched in 1890, and is a resurrection from the sorapheap, where she spent two happy years (1905-7). This force was recently strengthened by a temporary contribution from the Mediterranean fleet, but this assistance, if then present, would, of course, have to be instantly withdrawn to its proper sphere in the event of war. The permanent British East Indies Squadron therefore comprises only two ships which can be called thoroughly efficient for commerce protection-namely, the Fox and the Hyacinth. These, with their three slower helpmates, have to great the great trade route from Aden to Colombo, and from Colombo to Singapore. They have likewise to defend all shipping approaching or leaving the coasts of India on either side, and again all shipping going from Aden to Zanzibar and from Zanzibar to India. How they are going to do it perhaps some authority will kindly explain.

On the China station there are six cruisersfour armoured and two of the second class ... and there are also five destroyers, which, though lists of the "tons and guns" with which we are | practically worn out and obsolete, being all over imagined to be able to everwhelm Germany in | ten years old, might conceivably be of some small use as commerce protectors, in spite of the fact that they cannot steam more than six Of the seventy-four protected ships, twenty- hundred miles, even at their economical speed, three are stationed in non-European waters, and without recoaling. Here, however, we come to furnish, with the four armoured cruisers named an end of the protection accorded to British above, the sole commerce protectors which would commerce in the Pacific Ocean. For from the be present in distant seas if hostilities were China station to Vancouver-some five thousand commenced against us to-morrow. Out of the miles-and from Vancouver down to Capo remaining fifty-one a "Special Service Horn-a distance of about seven thousand Squadron" of eighteen (eight Argonauts, one miles—that commerce is allowed no protection Amphitrite, and nine Edgars, of which one, the atull. Two little ten-knot sloops—the Algerine Niebe, has now been sold to the Canadian and the Shearwater—intended primarily for Government, is kept in reserve in the home fisheries work in Behring Straits, alone exhibit ports for the purpose of supplementing in time | the White Ensign and the halplessness-of-Briof war that tenuous measure of protection with tain to the world. Last year, as the explanawhich British sea-borne commerce is otherwise tory statement to the Navy Estimates informs provided. These eighteen, or rather seventeen, the public, under the heading "special visits," one vessels are manned with nucleus crews consisting British man-of-war, the Cambrian, from the in each case of some seventy officers and men. Australian station, and one, the Flora, from When war begins these ships are to be manned China, "cruised amongst the Pacific Islands and with men of the Royal Naval Reserve, Doubtless on the West Coast of America (a fairly wide the desperate shortage of personnel renders this area) during the spring and summer." This course necessary. The men of the Royal Naval | was the sole protection granted during peace, Reserve will, of course, be totally new to their but during war it is manifest that these two shirs and for the most part strangers to one ships would be claimed by the desperate needs another. The full complements of these ships of their own far distant stations. The fact, consist of six or seven hundred in each case, as therefore, remains that, upon the outbreak of a compared with the seventy of the nucleus. If | naval war, the whole vast volume of British seawe say that an addition of some six hundred | borne trade in this immense sea section of the men will be necessary in each case, then the to- globa will be without any naval protection

When Cape Horn is doubled, a precisely similar condition is seen to exist. From the Horn to Pernambuco, and from Pernambuco to the West Indies, all the immense Atlantic commerce of Britain is equally devoid of defence. and that although such ports as Buenos Avres Montevideo, and Rio de Janeiro are distributing centres of the food of the British people. In the West Indies are found two second class craisers—the Scylla and the Melpomene-which are occasionally joined by another, the Brilliant. whose especial function is, however, the protection of the Newfoundland fisheries. Besides these three vessels, there is one third class. cruiser, the Amethyst, whose beat is, according to the Navy List, the "S. E. coast of America and the W. coast of Africa, a comprehensive

Thus the actual, though seemingly in of these ships have not been scamped during credible, position is that when war is the last four years, as most repairs have been for | made on the British Empire, the num | r purposes of economy, and that they are there- of British commerce protectors available for the fore all able to maintain full speed-assuming defence of British trade on the whole east coast all this, then it still remains that the seven- of America, from the Gulf of St. Lawrence teen cruisers are several weeks removed from down to the Horn, will be either three or four: the-distant trade routes where attack must while on the west coast of America the number

It cannot be too emphatically pointed out that this condition of things is not opinion, but fact. Here is no doubtful question open to everlasting debate. Here is a single, simple, solid fact-namely, that in the whole of the non-European waters of the globe there are stationed but twenty-seven British cruisers. and but nineteen of which have a speed exceeding sixteen knots. Now is this denied? If so, all Thus the immense outstanding fact remains | copies of the Navy List should at once be burnt that, at the beginning of conflict, the merchant and the persons responsible for its publication

Or is it said that small vessels, having speed much less than sixteen knots, are efficient for the purposes in view? If that be the contention, all naval men throughout the world, But before we examine the disposition and whether British or foreign, will concur in one the power of defence of the twenty-seven vessels shout of decision. Is it imagined that the five on which our preservation from starvation is twelve-knot gunboats which, with one despatch almost entirely to depend, we should first for a livessel (the Alacrity), are attached to the China of such scouting cruisers is now seventy-seven, seaf But unless anyone can be found willing to 'On Sale atas twenty-three of these are on distant stations, cover himself with ridicale by affirmative reand as seventeen more, plus the Niebe, are to be plies to these questions, the broad fact cannot be despatched on similar work, the princely force denied that British shipping all the world over of thirty-six all told will remain. Well might is at the mercy of its fees .- Harold Frazar

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GERMANIA, German str., 1.713, H. Frandsen, 2nd Sept:—Hongay and Heihow 1st Sept., Coal and Pigs-Jobsen & Co. Handsand, British str., 1.356, Wilde, 9th Sept., Shanghai and Swatow 8th Sept.,

General-Jardine, Matheson & Co. KELVINHEAD, British str., 1,946, J. K. Moikle. 7th Sept .- Freemantle 17th Aug., Sandalwood-Jardine, Mutheson & Co. KIANG PING. Chinese str., 1,222, H. Udden.

5th September -- Chinking 30ih August. General-Tung Leg & Co. Kumenow, British str., 1,460, J. D. Martin. 27th August -- Saigon 23rd Aug., General

-Ying Sang & Co. LAERTES, British str., 1.340, H. C. D. Frampton, 11th Sept.- Saigon 6th September. General-Wo Fat Sing. LAISANG, British str., 2,225, E. J. Tadd, 12th

September-Singapore 6th Sept., General - Jardine, Matheson & Co. LENNOX, British str., 2,361, D. Reid, 1st Sept. -Keeling 30th Aug., General-Dodwell

-Shanghai 28th Aug., General-Butterfield & Swire. Loongsang, British str., 1,075, F. Wheeler, 12th September-Manila 9th Sept., Hemp -Jardine, Matheson & Co.

LINAN. British str., 1,350, Williams, 31st Aug.

YEEMOON, German str., 1,238, v. Pilgrim, 30th August-Swatow 29th Aug., Ballast -Hamburg Amerika Linie. Meeroo, Chinese str., 1,339; Froberg, 9th

Sept .- Shanghai 4th September, General-C. M. S. N. Co. MIYAZAKI MARU, Japanese str., 5,270, T. Murai, 12th Sept. - Shanghai 9th Sept., General-Nippon Yusen Kaisha. OMURO MARU, Japanese str., 1,479, S. Takaki,

9th September-Doiren 3rd Sept., Coal-Mitsui Bussan Kaisha. PETCHABURI, German str., 1,374, C. Gesewich, 11th Sept .- Bangkok 4th Sept., Rice, Meal and wood-Butterfield & Swire. PITSANULOK, German str., 1,264, D. Reimns.

11th Sept. - Bangkok 3rd Sept., Rice and Wood-Butterfield & Swire Rygja, Norwegian str., 3,807, E. Meyer, 11th. Sept. Portland 11th August, Flour-SEANG BEE, British str., 3,784, J. Travis, 12th

Sept.—Rangoon via Straits ports 28th Aug., General-Seang Tai Hong. Soshu Manu, Japanese str., 1,119, Y. Yamamoto, 11th Sept.—Anning 8th yin Amoy 9th and Swatow 10th Sept., General-

Osaka Shosen Kaisha. THORDIS, Norwegian str., 1,091, J. Jorgensen, 11th Sept.-Bangkok via Swatow 10th Sept., Rice-Annard, Thoresen & Co. l'ientein, British str., 1.22/, F. Boyd, 3rd September - Swatow 2nd Sept., General --

Butterfield & Swire. THLIWONG, Dutch str., 3,061, Lap., 12th Sept. -Batavia 12th August, General-Java-China-Japan Lijn.

Touaneg, French str., 781, E. de Catalano; 12th September-Haiphong 9th Sept., General -Messageries Maritimes. WUHU, British str., 1,227, A. Lucker, 4th September-Shanghai 31st Aug., General

-Butterfield & Swire. ZAFIRO, British str., 1,618, A. Fraser, 12th Sept.—Manila 10th September, Hemp-

Shewan, Tomes & Co SAILING VESSEL. ARBOW, British barque. 2,971, McIvor, 20th May-Anjer 8th April, Kerosene Oil-

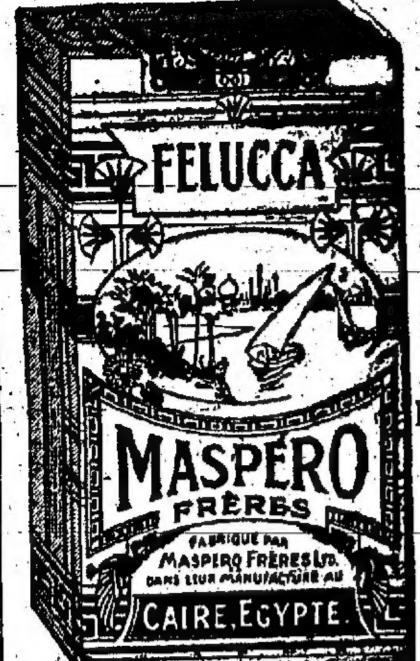
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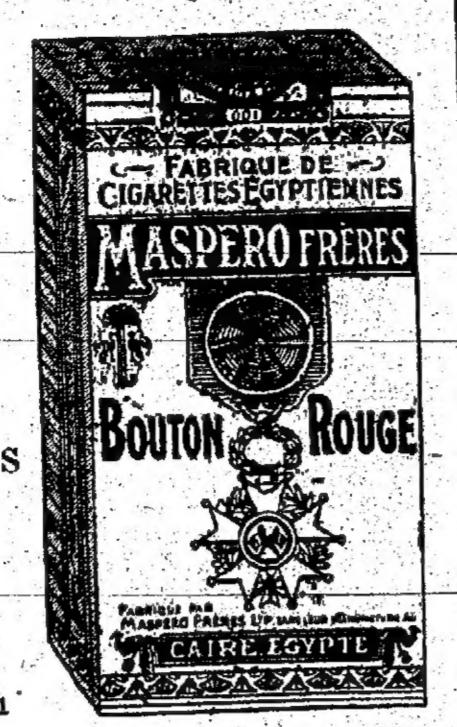




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S	TRAITS SETT	RUBI	BER CO	OMPANIE		car-oas, Septe	mber 1.	em K	gan Lap Ch'ong — Veal " Pourter. ai Tsai—Chicken " n Kai—Capons "
value each e £1. Calls up_are:—	Malayan Companies	Singapore Fraser and Co.'s Prices, June 8.	Dividends s	ar value each hare £1. Calls aid up are:		Singapore Fraser and Co.'s Prices, June 8.	Dividends	展班 P 関小城省 S 登議 A	on Kau—Doveseach ang Sheng Shōū Ap— Wild Duck pair p—Ducks
		V		fy. paid	Malacca Ordinary	10.10.0		全国 N N	hongHoi Ya Ngoa - Guesso,
15/ paid	Alor-Pongsu		25% '10	2/ fy. ",	Merlimau Merton Syndicate	7/6		前台 E	Snaughai
fy. ,, fy. ,, 7/6 ,,	Anglo-Malay Bakap	1.8.9	Same .	fy. ,, 2/, fy. ,,	Mount Austin Narborough Est		**************************************	級協(on Ch'un—Quail
fy.	Bantong Batu Caves	/17.10.0	35% '10	14/ n 2/fy. n	North Hummock Padang Jawa		10% int. '09	美 山	ha Ku—Pheasanteach
fy ,, }	Batu Kawan	5.12.6	anther.	fy " " 2/fy. " "	Pandan Johoro	3,14.6	50% '10	通沙 8	Wo Fá Taök—Rice Birdsdos.
fy.	Batu Tiga Beranang Selangor		3% '09	fy. "	Pelepah (Johore) Perak	6.0.0	24% '09	10.24 de 3	To Kai Kung—Turkeys, Cock lb. Fo Kai Mo—Turkeys, Hen "
15/ " fy. "	Bernam Perak Do. Ordinary		**1**1	10/	Peneiro Est		10% '09	4	Fish. Kai Yu—Barbel
12/6 "	Bidor		*****	17/6 "	Ratanuf Rembia	10/6 pm	11111	401	Pin Yu—Bream Tam Shou Yu—Canton Fresh
fy. "	Bukit Cloh	3,5.0	*****	2/ fy. 13	Rim R. Est. of Krian R. of Johore		*****	BB	Le Yu-Carp
15/ ",	Bukit Kajang	2.10.0pm	2.	fy1	Sagga Seafield	16.2.6 7.15.0	15% '09	28	Man Yu—Cat Fish
Options } fy. paid	Bukit Mortajam	19.0.0	150% '09	2 fy. ,,	Selangor Seletar Rubber	3.16.0	70% 10	24	Mak Ya—Cuttle Fish
2/9/ ,, fy	Bukit Selangors	6.7.6	010000 010000	15/ 1,	Sempah Sendayan	2.2,6 pm	******	美国政	Wong Mei Lun - Dace
8/ " }	Chankat Splak R. and Tin	4/9	**************************************	fy.	Seremban		121% '09	46.76	Hoi Sin—Eels, Conger Tam Shui Sin—Eels, Fresh
/ fy 5/	Chersoness		1010000	fy,	Shelford Siginting (N. S.)	1.9.0	10% '10	趙黄	Wong Sin—Eels, Yellow Tin Kai—Frogs
, 1/6 ,, fy. ,,	Chota Rubber Cicely Ordinary Preferred	2.12.8 2.12.8	135% '09 140% '09	fy. ,, 2/fy. ,,	Straits (Bertam)	3.15.0 B/9	71% '09	- 赤石	Shak Fan —Garoupa
y ty.	Consol Malay Damansara	1.10.6 9.0.0	80% '09 50% '09	15/6 ·, 17/6 ·,	Strathmore R. Sungei Bahru	5.10.0	******	印章	Tso Pak Yu-Herrings
iy. n	Dennistown Enbh. Selangor	16/6	15% '10	2 fy. ,,	Sungei Cheh Sungei Kapar	18/-	321% '09	魚花蜜	Lug Ha - Lobsters
fy.	Fed. Selangor	10	125% '09	12/6 ,,	Sungei Kruit Sungei Liang Sungei Salak	4.17:6	******	2.5	Shi Yt-Mackerol
15/	Garing (Malacca)	6.10.0	25% '09 30% '09		Sungei Way Tangkah	6.12.6	10000	魚老	Mong Yu-Mong Fish
fy.	Golden Hope Golden Kalumpong	07.0	10% 10	fy }	Third Mile	••		AAA	Tan Lo-Perch
fy. 11 's	Inch Kenneth	16.10.0	50% 10	fy	Utd. Sua Betong	**		基础 市	Hau Taz Yd—Pike
15/ ,,	Johore R. Lands	•••	20000	2/ fy. 11 2/ fy. 11	Val d'Or Est	2.11.6	250% '09	意	Pak Chong—Pomfret, White. Hak Chong— Black Ming Hi—Prowns
12/6 n	Jong-Landor Jugra (Ordinay) Juru Estates		40% '08		Trust and Finance			沙田道	Pi Pa Sa — Bey Sik Kau Kun — Book Fish
17/6 ., 2/ fy. ,,	K'pong Kuantan	7/- pr	0 .,,,,,		Companies.			(2)	Sa Yu-Shark
2/ fy. "	Kamuning "A" Do. "B" Kapar Para	10.15.0	10% '0		Anglo-Straits R. T Eastern Internat. Trust		*****	典文集	Ma Yau Yü—Salmon, Canton Shang Yü—Salmon, Fresh Water
fy. "	Kellas	•	******	Options) 5) paid	Mid-East Invest	•••	50% 20	魚湯	Po Yu—Skate
7/6 ·	Killinghall Kinta Kellas	100		Options	Rubber Plants. Inves. Tru R. Share Trust	80	20% 20	**	Tat Sa Yu-Soles
fy 2/1/ 812	Klanang		45% '0	9 10/ paid 15/ "	Strait M. & Trust		*****	8.04	Tao liau Yd—Turbot
2/1/	Kota Tinggi Khota Tampan	31.	******		Java and Sumstra.				Pak Bit Yu-White Bait
fy. ,,	Krubong		*****	fy. paid	Angle Java		*****	C-1	Hang Yan—Almonds
fy.	Kuala Klang Kuala Lumpur Kuala Pahi	10.7.8	30% int. '0	9 fy. "	Bangawan R.	144	84289q	2.0	California
2/fy 2/fy	Kuala Selangor	20/-	25% '6	9 12/6 "	Beaufort	••	*****	第 · 数	Hoi Tong—Apples, small, Cloo Fan Chi—Apples, Custard,
fy ,,	} Lanadron	7.00 6,00 p	9719 %	9 15/ "	Indian Peninsula Java Amalgam	•••	*****	塞于水	Yat Pun Ping Ko-Apples,
fy. ,,	Ledoury	4.0.0 2.10.0p	1719. 1	17/8 "	Kimanis Langkon	•••	******	-	Shang Sheng Houng Tsiu-

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HA Ngan Tan-Bullock's Head... 85

AA Ngan Sam- Heart... ib. 12

HAM Ngan Kin-Beef Hump, 14 Ngan Kon -Hullock's Liver ... ib. 12 H4 Ngau T'o-Bullock's Tripe,

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30 10

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.cach. ... dos. ...each 22 ock lb.

· 1 1 nton Water, -***** ******

...... ****** pples, ****** es, C'too , 12 L O'foo .. ard,

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P'6 Tai Taz-Grapes... 1st ql. lb. 20 Ning Mong Lemons, Chinese , 7 Kam Shang Lingmon-Lemon, American Lai Chi-Lichees, Fresh...1st ql., 2nd ., -3rd .. -Lai Chi Kon-Lichees, Small " 25

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Papaw lat. Chung-Oranges, Sweet , 5 Chiu Chau Ch'ing-Oranges 受用機 O Mun Chung—Oranges, Macae , 一 高分数 Chu Si Kat— Small — を Tim Kat— Mandarin , 一

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THE WORLD'S SCULLING CHAMPIONSHIP.

NEW REALANDER VICTORIOUS.

THY GUY NICKALLS, SPECIAL CORRESPONDENT OF THE "DAILY TELEGRAPH."

LIVINGSTONE (RHODESTA), Aug. 18.

The race between Ernest Barry, (England) and Richard Arnst (New Zealand) for the World's Sculling Championship took place here in hot weather this afternoon.

competitors getting off ensily. Arnst was the popular favourite, and fulfilled race has or has not accomplished, it has proved predictions by leading at the end of the first that aquatic sportsmanship is not dead in Engquarter of a mile. He had increased his lead at land, and it has succeeded in further encourage. the end of the first mile and maintained it for | ing racing enthusiasm which had been revived

slower stroke throughout. The story of the race is told when it is said October, 1908. The fact that Barry then that Arnst's superior physique told its tale, and succeeded in lowering the time record over the that Barry's fine watermanship was not an Championship Course by over half a minute adequate equivalent for Arnst's superior muscle | emphasised the faith placed in him by the best and sinew

Although Arnst won, and won by more than yet have an opportunity of meeting Arnst on-half a dozen lengths, he was driven every such that course, and that something of the old poof the way home, and confessed to the most | pularity of the sport, which has wanted since the "gruelling" and punishing race of his life. Barry stopped just before the finish. Exhausted nature could do no more, the condi-

tions being all against the lighter man, made by Simms and the Norris oars.

A SEVEN LENGTHS WIN. In intensely hot weather and before about 1,500 spectators the race for the World's Boulling Championship between Arnst, New Zealand (holder), and Barry, England, was rowed this afternoon over a three-and a-half miles course on the Zambesi.

Barry won the toss and chose the north bank station. The race started at 13 minutes past three. The Englishman got off splendidly and held an advantage for the first twenty yards, but Arnst rapidly overhauled him and, forcing the pace, led by a length at the end of half a mile

Arnet continued to increase his lead through rough water and a het head wind, and covered the first mile in 6min. 25sec. Both men appeared to be quite comfortable, and were striking at the rate of 26 to the minute.

The New Zealander gradually crept further away and was three lengths to the good a quarter of a mile from home, when Barry suddenly dropped his head and was apparently beaten. Barry, however, brightened up instantly and put on a magnificent spurt. At this time he was receiving Arnst's wash, and forty yards from the finish he stopped rowing, leaving Arnst to win

amid great enthusiasm by seven lengths. Time, 20min, 14 3-5secs, After the race Arnst said that Barry was by far the strongest competitor he had ever met?

THE MEN AND THEIR RECORDS. Weight and experience have, for the present at least, triumphed over form, and Arnst, the and one fatally injured. New Zealander, has added another victory to his pionship. Mr Guy Nickalls, in his cabled

SINGAPORE, PENANG & CALCUTTA ...

BATAVIA, CHERIBON, SAMARANG, &c. ... TJILATJAP

1. From Green Island to the Harbour Master's.

graced. To have given the conqueror of Webb and Whelch-a man whose weight exceeded his and punishing race of his life" is a justification Barry. Arnst, although he eventually won

'easily," was driven every inch of the way home. Since 1876, when Trickett came from Englishmen, until Barry's claims were taken up endeavoured to wrest the championship from of the younger States of the Empire. Boyd was beaten by Hanian, the Canadian champion. The start was made by mutual consent, both in 1882, and Wag Harding by Stanbury (Australia) in 1896. Whatever else yesterday a the next two. He was, however, rowing the by Barry's victory over Towns over the Championship Course from Putney to Mortlake in English scullers. It is to be hoped that he may

great days of Kelly and Chambers, may be

Africa became possible. bury, and Towns: Canada two-Hanlan and Caudaur; and New Zealand two-Webb and of activity in each mission district.

Arnst, the present holder. Arnst, who was born on November 25, 1883 (Barry was born on February 12, 1882), only took to aquatics some four years ago. Previously he had been known as a cycling champion. His height is 6ft., and his weight 13st. His previous races for the championship had been: December 15, 1908, v. Webb. On the

Wanganui (a runaway win). June 22, 1909, v. Webb (the second time, again on the Wanganui; a better race, but also won easily). April 4, 1910, v. Whelch (won easily).

GREAT FIRE IN JERSEY CITY

OVER \$200,000 DAMAGE.

The manufacturing quarter of Jersey City was swept by fire, on the night of the 17th ult. and the damage is estimated at one to two million dollars. One person has been killed,

The fire broke out in the factory of Messre. list of sculling successes in the World's Cham. Truslow, Tulle & Co., makers of cork pro- Formosa Channel ducts, and also destroyed the establishment of despatch printed above, cives the essential points Messre. Awes, Spike & Company, and other in the contest. It is at any rate certain that the extensive plants. New York firemen were call-Englishman, Ernost Barry, was by no means dis. ed upon to assist in extinguishing the flames.

AERIAL POSTMAN.

own by over a stone-"the most gruelling MAIL TO LEAVE BUACKPOOL BY ARROPLANE. The utility of the aeroplane for the postal of the confidence placed by English sportsmen in | service was to be tested at Blackpool at the end of last month by Mr. Grahame-White, with the co-operation of the postal authorities A bag of postcards and letters was to be dis-Australia to England and beat Sadler, only two patched by a motor car from Blackpool post office to the aerodrome at 11.30 in the morning. by Messrs. Blackstaffe and Nickalls, had Mr. White would be ready, the bag would be fastened to the aeroplane, and away he would the holders, who for the last thirty-four years speed over land and sea, alighting on the sands have always been representatives of one or other at Southport. He expected to accomplish the journey under twenty minutes, whereas the best train from Blackpool to Southport takes an

hour and a half. At Bouthport a motor was to be in waiting to dash off with the mails to the Southport postoffice, whence they were to be carried to their destinations in the ordinary way. The inscription on the postcards, which were chiefly to be addressed to political agents and clubs reads This card will interest you, and will be of historic value, as it was carried on the first aeroplane mail' from Blackpool to Southport by Mr. Grahame-White."

MISSIONS IN THE FAR EAST

Bishop Montgomery, who since 1901 has been the secretary of the Society of the Propagation of the Gospel, is about to make an extended tour of the mission fields of the Far East. He As to the monetary reward, the contestants | was to leave London on September 5, and travel were matched for £500 a side, and of the £1,000 by way of Berlin and Warsaw to Moscow, thence Of the three hoats which were brought out subscribed by South African bankers and mer. by the Trans-Siberian Railway to Peking. His for Barry on the Kildonan Castle he used that | chants £750 goes to Arnst and £250 to Barry, | itinerary will include visits to Manchuria, the who in addition gets his £300 expenses. The Shantung diocese, the North China diocese, whole cost of Barry's outfit and guarantee has Hankow, Shanghai, Japan, Korea. Borneo. been considerably more than this sum would Singapore, and Burma. He expects to return indicate, and every credit is due to the subt to England at the end of March next year. The scribers to the English fund, which, in addition object of Bishop Montgomery's tour is to gain to the £1,000 purse, had to be raised by voluntary | first-hand knowledge of the conditions in which subscription before Barry's visit to South the missionaries are working, knowledge which will be very valuable to him in his work as Since 1876 there have now been eleven world's secretary of the Gospel Society. "He will stay champions. Australia has provided seven- with the Bishop in each diocese, and will in-Trickett, Beach, Kemp, Searle, McLean, Stan. spect the training colleges and schools, and familiarise himself with all the different spheres

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific. Pressure is giving way over W. Japan, the

depression lying over the Yangtze valley yesterday having moved into the Yellow Sea. High pressure still covers the Pacific between the Bonins and Formosa. Light or moderate S.E. and variable winds

way be expected in the Formosa Channel and .he N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 1.19 inches. The forecast for the 24 hours ending at noon

to-day is as follows :---S.E. or variable winds, light Hongkong & Neighbourhood

or moderate; showery. Same as No. South coast of China between 1 Same as No. 1 Hongkong and Lamocks.

3. From Blake Pier to Naval Yard.

Brit. str. ...

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TO BE DESPATCHED

On 17th inst., at Noon.

On 27th inst. at 1 P.M.

On 28th inst., at D'light

On 12th Oct., at D'light

On 26th Oct., at D'light

On 21st inst., at Noon

On 17th inst., at 6 P.M.

On 8th Nov., at Noon-

On 21st inst., at Noon.

On 11th Oct., at Noon.

On 8th Nov., at Noon.

On 22nd Oct., at Noon.

On 30th inst., at Noon.

On 30th inst, at 4 P.M.

On 8th Oct., at D'light

On 28th Oct., at Noon.

On 28th inst., at Noon

On 16th inst., at 4 P.M.

On 17th inst., at Noon.

To-morrow, at Noon.

To-morrow, at 4 P.M.

On 18th inst., A.M.

About 21st inst.

About 22nd inst.

On 27th inst

On 6th Oct.

On 6th Dec.

Quick despatch

To-day, at Noon

On 18th inst., at 10 A.M.

To-morrow, at 10 A.M.

On 16th inst., at 10 A.M.

On 20th inst., at 10 A.M.

On 23rd inst., at 10 A.M

On 16th inst, at 4 P.M.

On 17th inst., at Noon.

On 23rd inst., at 4 r.m.

On 24th inst., at Noon.

On 20th inst., at 4 P.M.

End of Sept.

On 24th inst.

On 26th inst., P.M.

To-morrow, at Daylight

On 18th inst., at D'light

To-morrow, at 5 P.M.

About 20th inst.

Quick despatch.

To-day, at Noon.

To day.

About 21st inst.

About 5th Oct.

On 20th Oct.

On 2nd Oct.

On 11th Oct.

On 4th Oct.

On 23rd Oct.

On 29th inst.

On 27th inst.

On 27th inst.

About 17th inst.

To-day.

or Colloquial Chinese.

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	Manchurian	Yochow	Nanning
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PLAN OF KOBE AND HYOGO

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PLAN OF SINGAPORS PLAN OF BATAVIA

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France:-Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1896, 1887, and 1895; Frontier Trade Regulations. United States :- Tientsin, 1858; Additiona

1868; Peking, 1880; Immigration, 1894 Commercial, 1903. Germany :- Tientsin, 1861; Peking, 1830; Kiacohan Convention, 1898: Railway and

Mining Concession, 1898. Japan:-Shimonoseki, 1895; Lisotung Con-Fention, 1895; Commercial, 1893; New Port 1896. Supplementary Commercial, 1903. Russian:-S. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1094 FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN

Great Britain, 1894: Duties Convention Russia, Agreements as to Corea: United States, Extradition Treaty, 1886; Great (Alliance) 1905; Russia (Peace Britain Treaty) 1905. TREATIES WITH CORNA

Japan, 1876; Japan Supplementary, 1876; Japan, 1901 and 1905. United States, 1832; Great Britain, 1895. TREATIES WITH SIAM.

Great Britain, 1856, 1898 and 1909, France. 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

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MANILA	KUBI i	Brit. str	, <u>, </u>	R. Rodger
KUDAT & SANDAKAN	BORNEO	Brit. str Ger. str.	lm.	Mathias
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SINGAPORE, PENANG & CALCUTTA	FOOKBANG	Brit. str.	_	
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ARRIVALS. BORNEO, German etr., 1,344, S. Sembill, 13th Sept.—Sandakan 8th September, Timber-

Molchers & Co. CEXLON MARU, Japanese str., 3,142, F. L. Pyne, 13th September - Singapore 7th Sept., General-Nippon Yusen Kaisha. CHIYUEN, Chinese str., 1,177, C. Stewart, 12th September-Shanghai 9th Sept., General-

C. M. S. N. Co. HAICHING, British str., 1,244, W. C. Passmore, 13th September-Swatow 12th September, General-Douglas, Lapraik & Co. HANGSANG, British str., 13th Sept .- Canton.

MICHAEL JEDSEN, German str., 950, J. Petersen, 13th Sept.-Halphong and Heihow 1st Sept., General-Johan & Co. Mongolia, American str., 8,750. E. P. Kitt, 13th Sept.-San Francisco 12th August,

General-P. M. S.S. Co. PANAMA MARU, Japanese str., 3,756, K. Muto, 13th Sept .- Manila 10th Sept ... General --Osaka Shoson Kaisha. PAOTINO, British str., 1072, E. L. Jones, 12th

September-Newchwang 6th Sept., General -China Navigation Co. CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 13th September: Chiyuen, Chinese str., for Canton.

Fooksang, British str., for Singapore. Hangeang, British str., for Swatow. Kumchow, British str., for Salgon. Miyazaki Maru, Japanose str., for Singapore. Beang Bee, British str., for Amoy. Boshu Maru, Japanese str., for Swatow. Touarcy, French str., for Fort Bayard.

DEPARTURES. 13th September. AWA MARU, Japanese str., for Scattle. CAPRI. Italian str., for Singapore. HATYANG, British str., for Swatow. HANOI; French str., for Hollow. JOHANNE, German str., for Swatow. SAINT PATRICK, British str., for New York, TEAN, British str., for Mauila. V. DE LA CIOTAT, French str., for Europe, &c. YARRA, French str., for Shanghai. YEDDO, Swedish str., for Singapore.

SHIPPING REPORTS. The Chinese str. Chiquen reports: Fine weather with smooth sea throughout.

> PASSENGERS. ARRIVED.

Per Panama Mara, from Manila, Mr F. Kulka.

Per Touarcy, from Haiphong, Mr Hisdier, Mr Minier, Mr Bickert, Mr and Mrs Butin, Mr and Mrs Champrong, Mr d'Anjon, Mr Morel, Mr and Mrs Camark, Messrs Leveque, Bardy and Lucien Joseph.

For Mongolia, from Ban Francisco, &c., Mr G. U. Burns, Mr and Mrs F. L. Alles, Mrs Wm. Arlington, Hou, and Mrs Geo. E. Anderson, Muster Geo. Anderson, Miss Mary Anderson, Mr and Mrs Chas. A. Frant, Miss C. Boottcher, Mr J. W. Boyce, Mr and Mrs F. Buttoffin, Mr and Mis S. Morton Cohn, Mr John J. Comord, Dr. S. S. Grow, Mr and Mrs James P Dunbar, Mis Clara M Ehn, Mr F. E. Eldred, Mrs M. V. Everest, Mrs Ida M. Fountain, Mr Emil Ganz, Miss Delia A. Gibbs, Mrs W. T. Gillis, Master Robert Gillis, Mr and Mrs R. Goodrich, Mrs Josephins Griffin, Miss S. L. Grisingber, Mr W. E. Hammond, Miss N. Hammond, Mr Gould W. Nart, Mrs Clara Hellyer, Mrs J. C. Herndon, Miss F. Herndon, Mr and Mrs E. R. Hibbard, Mr H. Hibbard, Mr and Mrs Clifford R. Horne, Mrs Emma Hotfilter, Mrs Caroline Howard, Mr. and Mrs. W. G. Humason, Mr and Mrs F. J. Huxtable, Mrs M. F. Ihmson, Miss Josephine Ihmson, Mrs F. A. Jeburn, Mrs Lillian H. Jones, Mr and Mrs Harry Kay, Mr and Mrs F. D. Larterman, Mr and Mrs Simeou Leland, Miss F. Leland, Mr I. L. Lenzysky, Miss H. L. Lonzynsky, Miss H. Lenzynsky, Mr John Long, Mrs S. Mackey, Mrs Rort, I. McBride, Mr W. E. McDonald, Miss Mary C. McGinnis, Mrs R. H. McLean, Mrs Chas. A. Merton, Miss A. E. Miller, Mr and Mrs W. M. Milne, Mrs K. Minor, Mr F. R. Nash, Miss M. E. Nash, Mr and Mrs J. P. Newell, Mrs T. G. Norris, Mrs I. A. Norol, Mr. and Mrs Wm. P. Olds, Mr and Mrs B. A. Packard, Miss D. Packard, Miss E. M. Palmer, Mrs G.I. Peoples, Dr. R. S. Petter, Mrs L. H. Porter, Mr and Mrs C. Raab, Mrs O. W. Roberts, Miss M. Rooch, Mrs A. F. Rosenheim, Mr and Mrs.A. Rothe, Miss S. P. Ruch, Miss M. E. Sally, Mrs John Sanders, Mrs W. G. Shaffer, Miss V. Shaffer, Miss M Slade, Mr and Mrs G. T. Stamm, Miss F Stamm, Miss H. Twistman, Mrs M. L. Vail, Miss M. E. Vail, Miss M. R. Vail, Dr. W. C. Watson, Mr F. B. Stamm, Mr and Mrs I. T Stoddard, Mr M. C. Stoddard, Mrs B. M. Stoneher, Mrs W. C. Watson, Dr. C. V. Watts, Mrs M. L. White, Mrs A. Wilkinson, Mr E Wilson, Miss L. Wilson, Mrs A. P. Witmer, Mr and Mrs F. H. Burnett, Dr. H. W. Goo, Mr C. E. Mickelwait, Mr F. T. Shortell; Mr and Mrs T. Hudson, Mr E. Clark, Mr A. J. de Souza, Mr C. Curlis, Mr and Mrs W. G. Stevenson and 2 children, Mr H. P. Smith, Mrs F. Williard, Mr P. S. MacDougall, Mrs A. B. Baldwin, Mrs H. Humphreys, Mrs D. Humphreys, Mrs J. Frayne, Messrs R. Scherer, J. Lind, R. W. Maren, Harry Huleh, P. A. Prentiss and M. A. Kutz.

Per Aica Maru, for Seattle, &c., Mr Geo. E. Chamberlain, Mr R. R. Nisbett, Mr and Mrs Frank Pixley, Miss H. Davidson, Miss M. B. Kee, Mr and Mrs Wetherill, Miss Brant, Mr Frank L. Crone and Mr Ishida.

"Per Yarra, for Shanghai, Mrs Hickling, Mr and Mrs Camerk, Mr H. Junger. Mr and Mrs Kinney, Miss Moore, Messrs J. A. Deland, Pond, W. S. Kwang, Lucien Joseph, Saffer and R. C. d'Anjon; for Yokohama, Mr and Mrs Whitehall.

Per Ville da le Ciotat, for Suigon, Mr Remondon, Mr Cintre, Mr Laperge, Mr Vindayon and Rosai; for Singapore, Messra F. Hytolito. W. S. Tsun, F. Sant Anna and Barbosa; for Marseilles, Rev. Pere Roudiere, Rev. Pere Gaillard, Mr and Mrs Levendecker, Mr and

Mrs Butin. Per Prinz Sigismund, for Manile, Mr R. W. Squires and 2 children, Messrs Johnson, J. W. Garner, L. R. Santos, Densch, J. Wittgenstein, Hidalgo, Calleya and W. W. Barton; for Yap, Dr. T. Mayer and servant, Mr K. Kren and Mrs Scott; for Sydney, Dr. W. Ostermeyer and Mr H. M. Bates; for New Guines, Messrs B. Blumenthal, H. Fischer, W. Gathen and H.

TO DEPART. Per Miyazaki Maru, for London, Lieut. J C. Marques, Mr and Mrs Sasaki, Mr Alfred Ho, Mr J. H. Brown, Mr N. K, Davidson, Mr Nishi, Mr Yonekwa, Mr Hirabayashi, Ma Ibara, Mr Tsukita, Mr Murata, Mr Nagamochi. Capt. and Mrs J. S. Murray, 3 children and governess, Mr Pirgaand, Mr and Mrs S. Koyams, Mrs S. Takashi, Mr Kihinchand, Brother Felix, Mr Y. Koyama and Mr Glenesk.

CANADIAN PACIFIC RAILWAY CO'S NORDDEUTSCHER ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Quebec. From Hongkong. "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF IRELAND"FBI., 4th Nov. "EMPRESS OF JAPAN "SAT., 8th Oct. FRIDAY, 25th Nov "ALLAN LINE" "EMPRESS OF CHINA" SAT., 29th Oct. TUESDAY, 8th Nov. "MONTEAGLE" From St. John, N.B. "EMRPESS OF INDIA" SAT., 19th Nov. "EMPRESS OF BRITAIN-" FRI., 16th Dec.

"EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE"

Steamships leave HONGKONG at 6 P.M. " Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe,

The "EMPRESS" steamers on the Pacific end on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while orossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH-RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

ORIENTAL PENINSULAR STEAM NAVIGATION CO.

1911. SEASON PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	MARSEILLES (Brindisi	London
DELHI 8000 ARCADIA 7000 ASSAYE 7500 MARMORA 10500 DEVANHA 8000 DELHI 8000 ASSAYE 7500 DELHI 8000 DELTA 8000	February 4 February 18 March 4 March 18 April 15 April 29 May 13	MANTUA11000 MALWA11000 MACEDONIA 10500 (Through Steamer) calling at Bombay) MOLDAVIA10000 MONGOLIA10000 MOREA11000 MOREA10000	March 4 March 18 April 1 April 15 April 29 May 13 May 27 June 10	March 10 March 24 April 7 April 21 May 5 May 19 June 2 June 16

Parsengers change Steamers at COLOMBO, and those for BRINDISI transfer deso to the Express Mail Steamer at PORT SAID: Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.
FARES TO LONDON (Including Surtax):

1ST SALOON £71,10 SINGLE. £106.14 RETURN. £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

CARRYING PALOON PASSENGERS AT REDUCED RATES.

3.0	HTEAME	RS						4 4	Hongkong		London	
	9.4	• .*					To	nage	about	1	about	
. 21	UNDA					2		4700	January	25	March	- 11
	UBIA	***	5	,			F 21	5900	February	8	March	25
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	YRIA		* ***	***		***		6700	March	22	May	. 8
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	ALAWA		***		6,00	***	***	4600	April	19	June	F
1.6	ORNEO	480		10.00			****			2	June	19
* 8	ECILIA	***	***			* ***		67CO	May	71	July	17
* S	UMATR	A					***	4600	May	31		-
* N	ILE		P + 8			***	***	6700	June	14	July	31

FARES TO LONDON (Including Surtax): 1ST SALOON £55.0 SINGLE. £82.10 RETURN £38 10

· Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to-

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THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232 6,232 4,362	F. S. Cowley	27th September. 20th October. 20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

. These Steamers are specially fitted for the carriage of Asiatic Steerage, Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

DODWELL & CO., LIMITED, GENERAL AGENTS. QUARM'S BUILDINGS.

Hengkong, 9th September, 1910.

For further information apply to

BREMEN MAIL IMPERIAL GERMAN LINES.

GTHAMERS TO SAIL About 6,750 "COBLENZ. YOKOHAMA & KOBE ... 20th September Capt. H. RAEGENER NAPLES, GENOA, ALGIERS. 16,900 (Thursday, 21st "BUELOW," GIBRALTAR, SOUTHAMPTON, Sept., at Noon. Capt. H. FORKES ANTWERP & BREMEN SHANGHAL, NAGASAKI, KOBE) "PRINZ EITEL FRIEDRICH," About Capt. F. PROSCH, 16,000 and YOKOHAMA "BORNEO" End of September KUDAT and SANDAKAN ... Capt. F. SEMBILL MANILA, ANGAUR, YAP, " COBLENZ " 6,750 Saturday, 6th

For further Particulars, apply to

NEWGUINEA, BRISBANE,

SYDNEY and MELBOURNE

NORDDEUTSCHER LLOYD.

Capt. H. RAEGEEER

Oct., at Daylight

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 14th September, 1910.

MESSAGERIES MARITIMES

MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAL

BTEAMERS TO BAIL, SHANGHAI, KOBE & "OCEANIEN' On 26th Sept., P.H. Capt. Sellier YOKOHAMA "TOURANE" On 27th Sept. MARSEILLES, VIA PORTS Capt. Lancelin 1 P.M. "DUMBEA SHANGHAI, KOBE & On 10th Oct., P.M "V. DE LA CIOTAT" YOKOHAMA (On 11th Oct. MARSEILLES VIA PORTS Capt. Barillen 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta. Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. THOMAS, AGENT, Hongkong, 14th September, 1910.

Queen's Building.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining an board after 4 P.M. on the 14th inst. will be

landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD

General Managers. Hongkong, 12th September, 1910. EAST ASIATIC CO., LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

HE Steamship

"TRANQUEBAR " having arrived, Consignoss of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being and stored at their risk the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

· No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent. All broken, chafed, and damaged Goods are to or about the 15th inst.

be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M. All Claims must reach us before the 21st inst, or they will not be recognized. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned. MELCHERS & Co.,

Hougkong, 10th September, 1910. S.S. "YARRA;"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ox s.s. "Cordonan" and "Dordogne" from Bordeaux ex as. "Leroy Lallier' in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kovloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery CHILDREN may be obtained immediately after landing. Optional Cargo will be forwarded on unless

intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed Bills of Lading will be countersigned by the

Undersigned, Goods remaining unclaimed after the 19th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 20th inst., or they will not be recognized. All damaged packages will be examined on

the 19th inst., at 3 P.M. No Fire Insurance has been effected. P. THOMAS Agent

Hongkong, 13th September, 1910. VESSELS IN DOCK.

TAIKOO DOCK .--Drumeltan

- September 13th. No. 2 Slip. Seawall. Seawall. Demeter

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. Co.'s str. Delhi left Singapore for this port on the 9th inst. at 4 p.m. with the outward English Mails, and is due here today at about 7 a.m. THE AMERICAN MAIL.

The T.K.K. str. Tenyo Maru is due to arrive at this port to-day between 8 and 10 a.m. The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

The str. Korca sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst. THE GERMAN MAIL. The I.G.M. str. Prinz Eitel Friedrich, carry-

ing the German-Mails with dates from Berlinof the 24th ultimo, left Colombo on the 10th instant p.m., and may be expected here on or about the 20th instant p.m. THE AUSTRALIAN MAIL.

The E. & A. str. Aldenham left Sydney on the 31st ultime for Queensland Ports, Manila and this port. THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of Jupan left Vancouver for Hongkong via the usual ports of call on the 7th justant a.m.

MEBCHANT BTEAMERS. The N.Y.K. str. Hirano Maru (European Line) left Singapore for this port on the 9th instant, and is expected here to-day. The H.-A. Linio str. Liberia left Shanghai

on the 11th instant p.m., and may be expected here to-morrow. The Mogal Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

on the 10th instant, and is due at this port on THURSDAY, the 29th Sept. The Austrian Lloyd's str. Austria left Singapore for this port on the 10th inst., and is due

here on the 16th inst. The O.S.K. str. Seattle Maru left Tacoma, apply to Wash, for this port on the 20th ultimo, and is expected to arrive here on or about the 27th

STEAMERS PASSED THE CANAL.

Aug. 26th-C. Ferd, Lacisz, Hudson, Nippon, Palawan, Sithonia, Amiral Exelmans, Indiadeo. 30th-Benalder, Prinz Eitel Friedrich, Somali, Sono Maru, Wyneric. September 2nd-Benledi, Brasilia, China, Keemun, Machaon, Moyune, Oceanien, Peshawur, Tango Maru, Pacifique. 6th - Hyson, Monmouthelitre, Theseus, Armenia 9th - Borneo, Polynesien, Priam.

ARRIVALS AT HOME. September 9th-Kaga Maru, Kleist.

FAR CATHAY

ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Gustoms Service; Author of "The Mystic Flowery Land," etc.).

A SOCIAL AND POLITICAL NOVEL OF

/THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A

RENNIE. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE 33.50 To be obtained from Measrs, KELLY & WALSH LTD., MOSERS. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PRESIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's. Mails, will be despatched rou this for Bonsbay, &c., on SATURDAY, to 17th September, 1910, at Noon, taking passingers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA." due in London on the 15th October, 1910. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents. and value of all packages are required.

For further particulars, apply to Superintendent.

Hongkong, 5th September, 1910. SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

ANTWERP. TYHE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as aboveon or about the 17th September. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Hongkong, 31st August, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA." Captain Baicich, will leave for the above places on SUNDAY, the 18th inst., A.M. This Steamer has capital accommodation for passengers. Electric light, carries a docto 2 and stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Princes' Building. Hongkong, 13th September, 1910.



AUSTRIAN LLOYD'S STEAM NAVI.

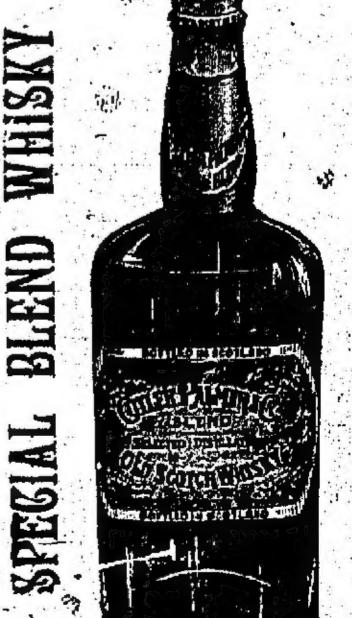
GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG. CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to South Africa, Persian Gulp, Red SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

TIME Company's Steamship

" YORWAERTS," The Mogul Line str. Pathan left Singapore | Captain Bednarz, will be despatched as above on This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight

> SANDER, WIELER & Co., Agents, Princes Buildings. Hongkong, 31st August, 1910.



WHISKY SHIPPERS

SPECIAL

END

Gutler, Palmer & Go., London. AGENTS

HONGKONG.

PENINSULAR

STEAM NAVIGATION COMPANY.

	FOR	STRAMERS		TO BAIL	REHARKS.
BHANG	HAI IAH	DELHI Capt. G. W. G	ordon, B.N.B.	light 15th) Fr Sept.	eight and Passage.
LONDON OF CAL	N VIA USUAL PORT	B) DELTA Capt. B. W.	H. Snow}	Sept. 3	Ses Special Jewissement.
ANG	N and ANTWER SINGAPORE, PE COLOMBO, Por and Marseilles	N- (CANDIA RT (Capt. W. I	R. Hickey	Sept. F	reight only
BUANGI and Yo	HAI, MOJI, KOB OKOHAMA	E PALAWAN Capt. C. R.	Longdon, R.N.R.		Freight and Passage.
LONDO	N and ANTWERP,	SYRIA Capt. D. C	Gregor, R N.B.		Freight and Passage.
	For Further Particu	lars, apply to		E. HEW	ETT,

Hongkong, 14th September, 1910

Hongkong, 14th September, 1910

	DELEMENTOR OF THE PARTY OF THE		*****			
	FOR	8	TEAMER		TO BAI	L
	BHANGHAI	"CHENA	N "	On 15t	h Sopt.	4 P.M.
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	CHEFOO & MEWCHWANG	LACITA	10	0- 104	L Clast	Dist
	SHANGHAI	LINAN		Off Tor	n mohe	Dugar
	TIOILO & CEBU	-"KAIFO	NG."	-On-20th	1-Sopt.	4 P.M.
į.	MANILA, ZAMBOANGA, THURS.	*	u = 1			
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	CAIRNS, TOWNSVILLE, BRIS-	CHANG	DUL	OH SOL	T Calbert	of P. Office
	BANE, SYDNEY & MELBOURNE)					
	DIRECT SAILINGS TO	WEST 12	IVER Price	Wookly		4 5
*	DIRECT SALLINGS TO	ALEDT IN	T PERENT I WICE	it ocaly.	4	
ş	S.S. "LINTAN	" and B.S.	"BANUL"	***		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zeland and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Salcon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN." "CHINHUA!" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtere and Northern China Ports. NE-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co,'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36 BUTTERFIELD & SWIRE. For Freight or Passage apply to-

INDO-CHINA S. NAV., CO., LD.

	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION	1.)
	FOR STEAMERS TO SAIL.	
	* SHANGHAI VIA SWATOW & NINGPO "HANGSANG" Wed'day, 14th Sept., Noo	n.
	FINGAPORE, PENANG & CALCUTTA" FOOKSANG" Thursday, 15th Sept., 3 P.	
	MANILA "LOONGSANG" Friday, 16th Sept., 4 P.	
	TIENTSIN "CHEONGSHING Saturday, 17th Sept , Noo	
-	 SINGAPORE PENANG & CALCUTTA" LAISANG" Tuesday, 20th Sept., No. 	on.
	MANILA "YUENSANG" Friday, 23rd Sept., 4.P.	
	**SHANGHAI, KOBE & MOJI "KUTSANG" Tuesday, 4th Oct., Noo	D.
-	RETURN TOURS TO JAPAN	
	OCCUPYING 24 DAYS.	
l p	The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks	for
	Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.	
	These vessels have all modern improvements and are fitted throughout with Electric Ligh	1 L ,
	A daly analifud invector is also carried.	

W diffy decembed surkage is read exteren-# Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefco, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hougkong, 14th September, 1910 GENERAL MANAGER

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ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROW HONGKONG. SUBJECT TO ALTERATION.

STEAMERS DATE OF SAILING DESTINATION COPENHAGEN.... "TRANQUEBAR" On 20th October. SHANGHAI, YOKOHAMA and KOBE "SIAM" On 5th December. For Further Particulars apply to MELCHERS & CO.,

DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

THIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW. AMOY AND FOOCHOW

RETURN.

Occupying 9 to 10 Days). STEAMSHIPS LEAVING. CAPTAIN " HAICHING Capt. W. C. Passmore ... FRIDAY, 16th Sept., at 10 A.M. TUESDAY, 20th Sept., at 10 A.M. Capt. J.-W. Evans "HAITAN"

RETURN.

Capt. A.E. Hodgins .. FRIDAY,

(Occupying 3 Days).

"HAIMUN" ... Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M. SUNDAY, 18th Sept., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to-DOUGLAS, LAPRAIR & Co.,

GENERAL MANAGERS.

Hongkong, 14th September, 1910.

"HAIYANG"

Hongkong, 14th September, 1910.

ORIENTAL HAMBURG-AMERIKA LINIE.

> Regular Sallings from JAPAN, CHINA and PHIMPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterraneau Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

FROM HONGRONG: NEXT SAILINGS

OUTWARD.

FOR SHINGHAL, KOBE & YOROHAA:

S.S. C. FERD. LAEISZ 27th Sept. S.S. ARMENIA ... 6th Oct. S.S. SENEGAMBIA ... 21st Oct. S.S. SILESIA 4th Nov. 8.8. SCANDIA ... 15th Dec.

HOMEWARD. FOR HAVRE, HAMBURG & ANTWERP: S B. LIBERIA 14th 86pt. FOR HAVEE, ROTTERDAM, HAMBURG ANTWERP: S.S. BADENIA FOR MARSEILLES, HAVEE & HANBURG: S.S. AMBRIA 4th Oct. FOR HAVEE & HAMBURG: S.S. ALESIA FOR MARSSILLES, HAVEE & HAMBURG: S.S. C. FRED. LAEISZ 23rd Oct.

For Further Particulars, apply to -

HAMBURG-AMERIKA LINIF. Hongkong Office.

Hongkong, 7th September, 1910.

Superintendent

AGENT6.

AGENTS.

23rd Sept., at 10 A.M.

AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA. HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU Sail Oct. 22nd, at Noon. 8.8. HONGKONG MARU Dec. 21st, at Noon, S.S. KIYO MARU ... About Mid. Feb.,1911

For particulars apply to

Hongkong, 1st September, 1910.

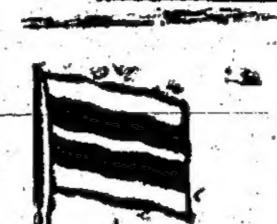
N. YAMADA, Acting Manager. TOYO KISEN KAISHA. King's Bullding.

SAILING DATES.

WED'DAY, 28th

Sept., at Daylight

NIPPONYUSENKAISHA



COLOMBO

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGEONG-SUBJECT TO ALTERATION.

STEAMBRS DESTINATIONS. KITANO MARU Capt, F. E Cope, MARSEILLES, LONDON and

ANTWERP, via SINGA-PORE, PENANG IVO MARU WED'DAY, 12th Oot, at Daylight. Capt. R. Takeda, and HIRANO MARU WED'DAY, 26th Oct., at Daylight Capt. H. Freser,

SATURDAY, 8th § KAMAKURA MARU Oct., from KOBB. Capt. J. Nago, VICTORIA, B.C. and [S INABA MARU TUESDAY, 11th SEATTLE, via SHANG-HAI, MOJI, KOBE, Oct., at Noon. Capt. K. Kawara 7,000

YOKKAICHI, and YOKO. S TAMBA MARU TUESDAY, 8th Capt. K. Sato 7,000 Nov., at Noon. HAMA ... SYDNEY and MELBOURNE, YAWATA-MARU 7 FRIDAY, 30th 5.000 Sept, at Noon. via MANILA, THURSDAY Capt. T. Sekine, ISLAND, TOWNSVILLE NIKKO MARU TRIDAY, 28th Oct., Capt. M. Yagi, and BRISBANE 6,000 at Noon SHANGHAI, MOJI and CEYLON MARU. WED'DAY, 14th

September. Capt. Fred. Pyne, HIRANO MARU THURSDAY, 15th KOBE and YOKOHAMA ... Capt. H. Fraser, Sept., at 5 P.M. 7,000 SINGAPORE, COLOMBO (* TOSA MARU SATURDAY, 24th and BOMBAY September. Capt. Y. Nomura, 6,000 NIKKO MARU NAGASAKI, KOBE WED'DAY, 28th Sept., at Noon. YOKOHAMA ... Capt. M. Yagi,

= Calling at Saigon. Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Marn" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nn CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. \$120 \$110 \$90

\$ 80 \$ 70 \$ 60 \$50 With Optica of rail between Calling Ports in Japan.

Canada and Europe, in connection with the Genar Noethern and Noethern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at

KUSUMOTO. Hongkong, 7th September, 1910. MANAGER, [13-125



CHINA MANILA

STEAMSHIP COMPANY, LIMITED.

General Managery,

CAPTAIN TORB. BAILING DATE, STRANSHIP POR On 17th Sept., Noon. 2540 A. Fraser ... Manila ZAFIRO Manila On 24th Sept., Noon. RUBI 2540 R. Rodger ... For Freight or Passage apply to Hongkong, 5th September, 1910, SHEWAN, TOMES & Co.

JAVA-CHINA-JAPAN LIJN

BUGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	Рвом	EXPECTED ; ON OR ABOUT	WILL LEAVE FOR	ON OR AROUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAHI	JAVA	Second half of	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of	SHANGHAI	First half of
TJIPANAS	JAVA	Second half of	JAPAN	Second half of
TJIBODAS	JAVA .	Second half of Oct.	SHANGHAL	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a Emited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor. Telephone No. 375. Hongkong, 7th September, 191

OSAKA SHOSEN KAISHA.

REGULAR-SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

FOR	BTEAMERS	(Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA		6,059	WED'DAY, 21st Sept., at Noon
YOROHAMA	"SEATTLE MARII"	6,182	WED'DAY, 5th Octt., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Pessengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST_PORTS & FORMUSA SERVICE STEAMERS LEATE. POB "SOSHU MARU" TAKAO'& ANPING YIA WED'DAY, 14th Sept. SWATOW & AMOY Capt. Y. YAMANOTO at Noon. "BUJUR MARU" THURSDAY SHANGHAI VIA SWATOW. Capt. Y. FUSENO AMOY & FOOCHOW at Noon. TAMSUI VIA SWATOW, "DAIJIN MARU" SUNDAY, 18th Sept., & AMOY Capt. Y. KUBURAKI at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

> HONGKONG-NANKING, RETURN. 1st Class 2ND CLASS. 3RD CLASS. \$27.00. \$55.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER 7031

THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS &c.

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TION OF 1910. Head Office for the Far East :-16, DES VŒUX ROAD, HONGKONG.

Japan Office: 32, WATER STREET. YOKOHAMA,

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BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD,

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LENK, GEBRUEDER RODEWISCH IV.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

POR	PER	DATE.
	and or other dead	TU-11- 1AL 000
	***	Wednesday, 14th, 8.00 a m Wednesday, 14th, 11.00 a m
the American and Makes		Wednesday, 14th, 11.00 a m
acao		Wednesday, 14th, 1.15 P M
mila		Wednesday, 14th, 2.00 P M
anghai, and Kobe	Ceylon Maru	Wednesday, 14th, 4.00 P M
anghai	Delhi	Wednesday, 14th, 5.00 P M
SIBERIAN MAIL TO EUROPE		Wednesday, 14th, 5.00 P M
nov, Straits and Rangoon		
ratow		Thursday, 15th, 9.00 A M
ratow, Amoy, Foochow and Shanghai	Chair Mari	Thursday, 15th, 11.00 A M Thursday, 15th, 1.15 P M
acao Calcutta	Fooksang	COLUMN TARREST LEAD OF COLUMN
ngapore, Penang and Calcutta	Chenan	Thursday, 15th, 3.00 P M
oihow and Haiphong	Michael Jebsen	Thursday, 15th, 5.00 P M
oihow, Singapore and Bangkok	Chowfa	
natow, Amoy and Foochow	Haiching	
acao	Bui Tai	
ofoo and Newchwang		Friday 16th Inn a
	Loongsang	Friday, 16th, - Pr
ngkok		Saturday, 17th,
	11.	Printed Matter and Sam-
	1.0	ples 9.00 A M
		Registration 9.00 A M
BELUNG, SHANGHAI, NAGASAKI, KOBE,		(Registration with late
YOKKAICHI, YOKOHAMA, HONOLULU & }	Mongolia	fee of 10 cents up to
SAN FRANCISCO		Registration, Kowloon
	* .	B. O 9.00 A E
		No late fee,
*,		Letters 10.00 A M
rt Darwin Thursday Is. Cooktown, Cairns.	and the same of	1. 12.
Townsville, Brisbane, Sydney, Hobart,	D4 171	Saturday 1741 1000
Launceston. Now Zealand, Melbourne,	St. Albans	Saturday, 17th, 10,00 A h
Adelaide Dunedian, Perth and Fremantle	11	
entsin	Cheongshing	Saturday, 17th, 10.00 A 1
anila and the control of	Zafiro	Saturday, 17th, 10.00 A
ULOPE, &c., India via Taticoria	- 35 kg - 3 - 5 - 5	Saturday, 17th, Printed Matter and Sam
(Late Letters 11.00 to Noon Extra	4	ples 10.00 A 2
Postage 10 cents.) (Supplementary mail on board up to the		Registration 10.00 A
time fixed for departure of the mail.		(Registration, with lat
Extra Postage 10 cents.)	Delta	fee of 10 cents up to
(Letters posted in all the Pillar Boxes	2 19	10,45 A.M.
in time for the first clearance will be	4	Registration, Kowlood
included in this contract mail.)		B.O 10.00 A 2 No late fee.
The Hall will be closed on Friday,	4	Letters 11.00 A h
acao	Sui Tai	Saturday, 17th, 1.15 P a
GCBO	400	Saturday, 17th,
		Registration, Kowlood
		B.O 3.00 P 1
BANGHAI, NAGASARI, KOBE, YOKOHAMA)		Printed Matter and Sam
VICTORIA & VANCOUVER (B.C)	Empress of India	Registration 3.00 P
SIBERIAN MAIL TO EUROPE		(Registration, with lat
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		4.00 P.M.
		Letters 5.00 P 1
anila, Moji, Kobe, Yokohama, Hakodate,	Damin	Saturday, 17th, 5.00 P
and Portland	Rygja	parameter, arous out P
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SIBERIAN MAIL TO EUROPE !		Transfer 2004 000 1
vatow; Amoy and Foochow	-	Tuesday, 20th, 9.00 A 1 Tuesday, 20th, 11.00 A 1
ngapore, Penang and Calcutta	Laisang	Thesday, 20th, 3.00 P
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UROPE, &c., INDIA VIA TUTICORIN		Registration 10.00 A
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)	Develope	(Registration with lat
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· included in this contract mail.)		B.O 10.00 A
		No late fee
		Letters 11.00 A
watow, Amoy and Foochow	Hasyang	Friday, 23rd, 9.00 A
anila	Yuensang	Friday, 23rd, 3.00 P : Saturday, 24th, 10.00 A
anila	Rubi	Saturday, 24th, 10.00 A
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HANGHAI, NAGASAKI, KOBE, YOKOHAMA,	Tenyo Maru	fee of 10 cents, up
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Honolulu & San Francisco		B. O 10.00 A 1 No late fee.

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SHARE LIST.—QUOTATIONS.

Номокома. SEPTHEBER 13тн, 1910.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA TIONS CAPEL
BANKS.— Hongkong & Shanghai Bank Corporation	120,000 99,925	\$125 £7	ali £6	(\$935, sellers £87, 10/- \$76, buyers
National Bank of China, Limited	8,604	12/5	12/6	28, sellers
Bell's Asbestos Eastern Agency, Limited	-2			
China Borneo Company, Limited	60,000 50,000	\$12 \$10	\$12 \$10	\$8½, buyers
China Light and Power Company, Limited.	50,000	- 81	81	\$1.40.
China Provident, Loan & Mortgage Co., Ld	200,000	- \$10	\$10	\$8, buyers
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tla. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ld.	125,000	310 Tla. 75		
Laon-Kung-Mow C. Spin.& Weav.Co.,Ld	8,000	Tls. 100	Tis. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls500	1 3	30 70 70 70
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, buyers
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	\$50	all	\$54, sales
Hongkong and Whampon Dock Co., Ld.	50,000	(35)		\$504. 89. sellers
New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld	10,300 55,700	Th. 100		Tis. 76.
Shanghal and Hongkew Wharf Co., Ld.	35,000	TL. 100		
benwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Coment Co., Limited	400,000	\$10	\$10	\$4.75, x. div. se
Hongkong and China Gas Co., Limited	7,000	£10		\$205.
Hongkong Electric Co., Limited	60,000 12,000	#10	\$10 \$50	\$20, buyers \$100, sellers
Hongkong Hotel Company, Limited	8,000	\$50 }	¥25	\$75, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$135.
Hongkong Rope Manufacturing-Co., Limited H'kong& South China Steam Fisheries Co., Ld.	60,000 15,000	\$10		\$21, sellers \$7.
INSURANCES.	a a diadyan			
Canton Insurance Office Co., Limited	10,000 20,000	\$250 \$100		
China Fire Insurance Co., Limited China Traders Insurance Co., Limited	24,000	\$83.33	\$25	3874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	850	\$355, buyers
North-China Insurance Co., Limited Union Insurance Society, Limited	10,000 12,400	£15		\$825, sellers
Yangtere Insurance Association, Limited	12,000	\$100	\$60	
Honokong Land Invest Agency Co. LA	£0,000	\$100	\$100	\$101, sal. & br
Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.	150,000	g10	all.	\$8, sellers
Kowleon Land and Building Co., Ld.	6,000	\$50		332. Tls. 112.
Shanghai Land Investment Co., Limited West Point Building Co., Limited	78,000 12,500	Ths. 50		.\$39, buyers
MINING.	200			
SociétéFrançaise desCaarb'ges du Tonkin Raub Australian Gold MiningCo., Ld	16,000 200,000	Fcs. 250	£1	
Poak Tramways Co., Limited {	25,000 50,000	\$10 \$10	all §	\$14, sellers \$11, sellers \$10, sellers
Philippine Co., Limited	75,000	\$10	\$10	700 55
China Sugar Refining Co., Limited	20,000	\$100		\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	1 1 2	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	. 3	1.2	(1.2de
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	5		£6.
Shell Transport & Trading Co., Limited.	2,000,000	£1		
Star Ferry Company, Limited }	10,000	\$10 \$10		\$11, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5½, sellers
Campbell, Moore & Co., Limited	1,200	810	all	
Wm. Powell, Limited	15,000	\$7	87	\$1½, buyers 83.
Watkins, Limited A. S. Watson & Co., Limited	90,000	810	310	864, sollers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers \$112, sellers
United Asbestos Oriental Agency, Limited,	9,900 ordy, 100 fders	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000			\$8, buyers
Rubbers.	750.000	0/	all	6/-
Allagars Anglo-Malays	750,000 1,500,000	2	all	25/-
Balgownies	151,200		l all	813 (Sts.) 98/6
Bata Tigas	70,000 80,000	£1	-	63/6
Castlefields, fully paid	30,000	£	L. all	120/-
Cheriots	70,000 250,000			20/- prem.
Eastern and International Highlands and Lowlands	307,143	£	nli nli	117,6
Kamunings	1,825,000	2	-	6/3 prem.
Kuala Lumpur Labus	180,000			1001
Ledbury's	100,000	£	all all	82/6 54/6
Linggis London Asiatics	900,000 1,266,000	2/	all all	13/-
London Ventures	• • •	-	-	6/6.
Merlemans	1,750,000	-2/	ell	7/3. \$28 (Sts.)
Pegohs Sandyerofts	50,000	\$	alla s	\$31, x.div.(8
D	100,000	£	L all	25/- 72/6
Sapongs		40	1 444	I'm and sh
Shelfords Johnnes	65,000 125,000		all	\$141 (Str.)
Shelforde	65,000 125,000 995,000 90,000	2/	ali ali ali	\$14½ (Str.)

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

Amount.

Tls. 767,200

Quotation.

Bank Bills, on demand

Credits, at 4 months' sight2302

Bank, at sight743

On SAIGON :- On demand 1 /. pm.

SUBSIDIARY COINS.

.....20 cents pieces.....\$4.78 discount.

per cent

\$4.55 \$5.49

.....\$5.67

GOLD LEAF, 100 fine, per tael\$58.30

ON YOKOHAMA: On demand88

PARIS:-

ON GERMANY:

ON BOMBAY :--

OR CALCUTTA:-

ON SHANGHAI:-

Hongkong ... 20

Hongkong .: .10

Bank, on demana

ON NEW YORK :-

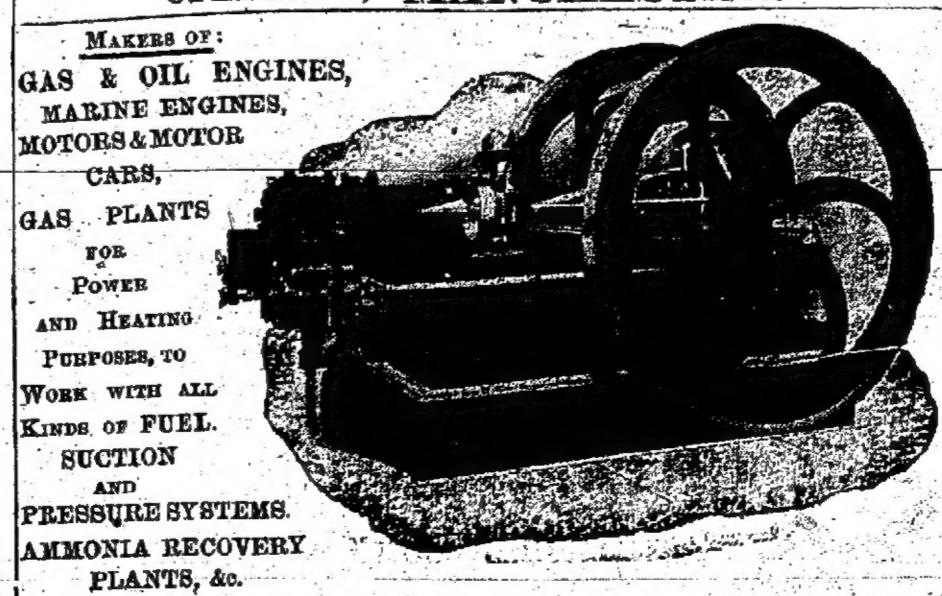
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Machinery Dept.

Hongkong.

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ARE NOW SOLD AT GREATLY REDUCED PRICES.

THE F. G. L. METAL FILAMENT LAMPS-

Save 75 per cent. current over carbon filament lamps.

ARE THE CHEAPEST AND BEST IN THE MARKET.

Give agreeable white light. Little risk of breakage. Life 2000-3000 hours. Great constancy of lighting during the whole period of burning. Small pleasing forms, pear-

shaped, plain or frosted glass. Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are advised to keep a record of these numbers, in order to prevent substitution of broken for sound lamps.

1	
TO-DAY	OPIUM.
9 P.M.—Warwick Major's Comedy Co., at Theatre Royal—"The Private Secretary."	Quotations are:
FORTHCOMING EVENTS. Saturday, 17th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M. Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.	Malwa V. Old \$2,110/2,150 Persian fine quality \$1,400/1,500 Persian extra fine \$1,900 Patna New per ches
Saturday, 17th Sept.—Fourth Meeting of Hong- kong Gymkhana Club, at Happy Valley, 3.30 p.m. Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 p.m.	
Thursday, 22nd Sept Annual General Meeting of Hongkong Football League at Y.M.C.A. Rooms, 5.30 P.M.	HONGKONG TIDE TABLE.

of Hongkong Cotton	Sept.—Crdinary Annual Meeting ng Cotton Spinning Weaving & From September 14th to 20th, 1910.							
Dyeing Co., Ltd., 11 Saturday, 24th Sept.—O.	.15 A.M.	HIGH WATER. Lo		Low Wa	WATER.			
COMME		Tooks.	quad	Hongkeng Mean Time.	Holghi	Hongkong Mesa Time,	Height,	
CLOBING QU	ANGE OTATIONS.	1 1	5 7	b. m. m. 420 No interior m. 530 9 8 A 8 48 a m. 7-21 8 60 *	6 8 high 6 7 1 4 8 7 6	m 0 50 4 por low 1 80 a m 1 3 2 4 m 1 3	ft. in. 2 2 Water 1 8	
On London: Telegraphic Transfer Bank Bills, on dema Bank Bills, at 30 day Bank Bills, at 4 mon Credits, at 4 months Documentary Bills 4	nd	on, :	9	m 618 914 a m 9 9 944 a m 953 1615	7 7 8 4 7 8 5 8 7 7 6 2	m 1 34 m 3 17 m 1 13 s	3 4 2 9 1 3 2 4 7 7 T.	

REGISTER.

Hongkong Observatory, September 13th

	ess p.m.	On Date at	On Date
Berometer	29.82	29.91	29.86
Penaperature	03	81	82
Humidity	86	81	81
Wind Direction	. South	<u>_</u>	8W
" Force			op
Weather		1.19	

Highest open air Temperature on 12th.....84 Lowest open air Temperature on 12th.....76

THEMERCANTILE LITHOGRAPHIC.

#47, DES VEUX ROAD CENTEAL, HONGKONG.

TINDERTAKES to execute with neatness. U all kinds of ARTISTIC LABELS, OF EXCHANGE, VISITING CARDS, LETTER HEADINGS, MENUS, DIE STAMPING, etc. Hongkong, 14th July, 1910.

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